



# East Link light rail: Neighborhood Workshop Summary

January 2010

 **SOUNDTRANSIT**  
RIDE THE WAVE



# Contents

East Link Project Overview .....	4
Workshop Overview .....	9
South Bellevue.....	15
Downtown Bellevue .....	26
Bel-Red Corridor.....	34
Overlake/Redmond .....	38
Additional Comments .....	43
Next Steps.....	44
Appendices:.....	45

Appendix A- Workshop Participants

Appendix B- Workbook and Comment Form Transcriptions

Appendix C- Workshop Station Comment Transcriptions

Appendix D- Email Comments

Appendix E- Aerial Photos

Appendix F- Workshop Handouts and Displays

Appendix G- Notification Materials

Appendix H- Presentation

Appendix I- Attendees Live/Work Location

To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 咨询或讨论拟在 East King County 進行的 Link light rail 公共交通项目，請在正常的工作時間致电 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa imungkahing Link light rail na proyektong sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в восточной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyền chờ công cộng đường sắt xa nhỉ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهنی در کینگ شرقی با شماره 1-800-823-9230 در ساعت کاری تماس بگیرید برای گفتگو با سوند ترانزیت.

# East Link Light Rail Project Overview

East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake. Sound Transit is also conducting environmental review on a future extension between Overlake and downtown Redmond. In May 2009, the Sound Transit Board of Directors identified a preferred East Link alternative with eastside stations serving Mercer Island, south Bellevue, downtown Bellevue, Bel-Red, Overlake, and downtown Redmond, connecting to Seattle via I-90. By 2030, East Link will connect the Eastside's biggest population and employment centers, serving 40,000 – 45,000 daily riders on one of the region's most congested travel corridors.

Since the Eastside is one of the region's fastest growing economic and residential centers, the job and population growth is putting increasing demand on the Eastside's transportation system. East Link will provide an alternative to driving on congested roads. Because light rail trains operate in their own right-of-way, they provide fast, smooth, and reliable service no matter the weather or traffic conditions. East Link will also connect directly to the Central Link light rail line, currently running between downtown Seattle and the Sea-Tac Airport.

Sound Transit is currently conducting an environmental review of the East Link project in order to understand the environmental impacts of the proposed project, as required by the National and State Environmental Policy Acts (NEPA/SEPA). Sound Transit is advancing the design of the preferred alternative, which includes modifications that the Sound Transit Board identified. The East Link Final Environmental Impact Statement (EIS) will evaluate the preferred alternative and each of the alternatives identified in the Draft EIS.

## East Link Timeline

2009–2010 Preliminary Engineering

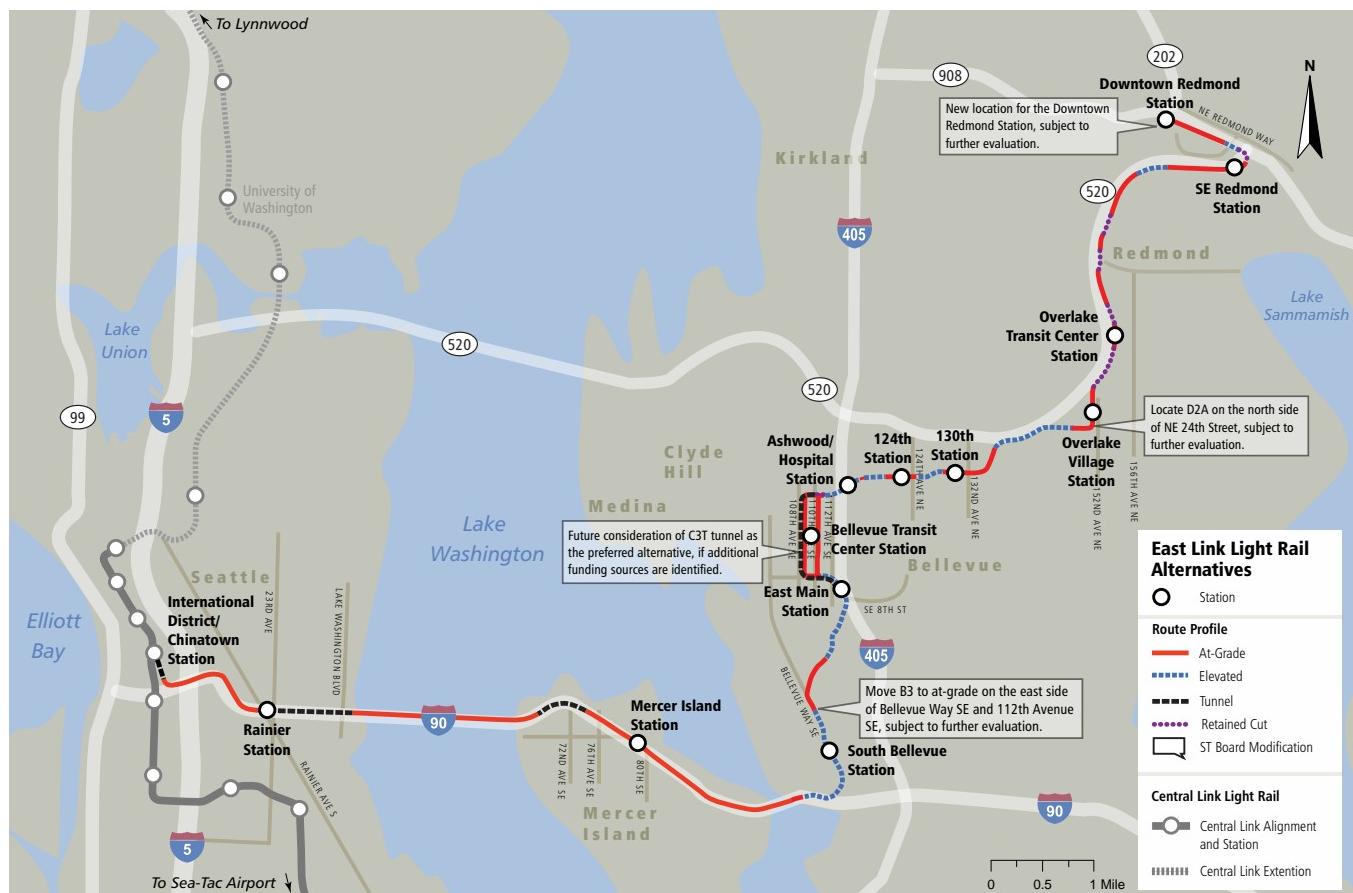


2011–2013 Final Design



# East Link Preferred Alternative

Identified by Sound Transit Board of Directors, May 2009



2013/2014 Construction

2020/2021 Service Begins



## Seattle and Mercer Island



## South Bellevue



## Downtown Bellevue



## East Link Preferred Alternative

The following are descriptions of the preferred alternative along each area that East Link will serve.

### Seattle and Mercer Island

Light rail will run on the existing I-90 center roadway across Lake Washington, with stations at Rainier Avenue in Seattle and Mercer Island. New HOV lanes will be constructed on the I-90 outer roadways, adding 24-hour bus transit and HOV service both east and westbound while preserving the existing number of general purpose lanes.

### South Bellevue

Trains will run from I-90 north along Bellevue Way Southeast and 112th Avenue Southeast, with a station serving south Bellevue. Subject to further evaluation, the route will be on the east side of Bellevue Way and 112th Southeast.

### Downtown Bellevue

Trains will run at-grade on 108th Avenue Northeast and 110th Avenue Northeast. However, the Sound Transit Board will consider a largely bored tunnel under 108th Avenue Northeast if additional funding is found. Sound Transit is working with the City of Bellevue to identify additional funding sources for the Board to consider prior to the completion of the Final Environmental Impact Statement. Additionally, in Fall 2009, the Sound Transit Board directed staff to further evaluate a new tunnel alternative and two at-grade alternatives recommended by recent peer reviews, and an elevated alternative requested for study by the City of Bellevue.

## Bel-Red/Overlake Corridor

Trains will serve the Bel-Red corridor, Overlake Village, and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Subject to further evaluation, the route will be on the north side of Northeast 24th Street in the Overlake Village area.



## Redmond

Although funding has not been approved for construction of the segment between Overlake Transit Center and downtown Redmond, voters funded a preliminary design and environmental study. The Sound Transit Board identified a future route running along State Route 520 and the northern edge of Marymoor Park to a station in downtown Redmond. A terminal station near Redmond's Town Center is under evaluation.

## Redmond



Milestones and Key Features of the Project Development and Decision Process						
2006	2007	2008	2009	2010	2011	2012 →
<p>✓ Scoping alternatives • 1% design</p>	<p>✓ Conceptual engineering • 5% design</p>			<p>Preliminary engineering • 30% design • Geotechnical work &amp; surveying</p>	<p>Final design • 60%, 90% and 100% design</p>	
<p>✓ Scoping period (Fall) • 30-day comment period on scope of Environmental Impact Statement (EIS),</p> <p>✓ Draft EIS Alternatives (December) • Sound Transit Board identified alternatives to be considered in Draft EIS</p>	<p>✓ Draft EIS • Evaluated 19 route alternatives, 28 station options and 4 maintenance facility alternatives • Analyzed project's environmental impacts, mitigation measures and benefits • 75-day public comment period (December 2008 - February 2009)</p>	<p>✓ Identify Preferred Alternative (May) • Sound Transit Board identified a preferred alternative (not a final decision)</p>	<p>Reevaluate Downtown Bellevue Preferred Alternative (March) Final EIS (Fall) • Evaluates preferred alternative and all alternatives considered in Draft EIS • Responds to comments on the Draft EIS • Describes proposed mitigation commitments</p>	<p>Project Decision • Sound Transit Board makes a final decision on project to be built after completion of Final EIS.</p>	<p>Project Decision • Sound Transit Board makes a final decision on project to be built after completion of Final EIS.</p>	
<p>Design/ Engineering</p>	<p>Environmental</p>	<p>Public Involvement</p>	<p>Construction</p>			<p>Revised January 2010</p>

Revised January 2010

# East Link Workshop Overview

Throughout the course of the East Link project, Sound Transit has offered opportunities for the public to learn information about the project and encouraged community feedback. Community outreach events and activities for East Link have included:

- Project update mailings, email updates, and project website
- A series of public scoping meetings in November 2006
- Five route and station workshops in Spring 2007
- Draft Environmental Impact Statement hearings in early-2009
- Ongoing community briefings
- Informational project booths at community events and festivals.

In addition, to address community interests and advance the preferred alternative design, Sound Transit's East Link project team hosted a series of neighborhood workshops in Fall 2009 to share information, solicit comments, and answer questions about the preferred alternative. The locations, times and dates of the workshops are as follows:

- South Bellevue Workshop  
Wednesday, October 14th, 2009  
5-7:00 p.m.  
Bellevue High School Cafeteria
- Downtown Bellevue Workshop  
Wednesday, November 18th, 2009  
4-7:00 p.m.  
Bellevue City Hall
- Bel-Red Corridor Workshop  
Thursday, October 15th, 2009  
5-7:00 p.m.  
Stevenson Elementary School Gymnasium
- Overlake/Redmond Workshop  
Monday, October 12th, 2009  
5-7:00 p.m.  
Veterans of Foreign Wars Hall

Approximately 373 community members attended the workshops to learn more about the East Link alternatives, submit comments on the preferred alignment, and ask questions of the project staff. Attendees submitted approximately 354 comments; including 26 email comments, 5 letters, 36 general comment forms, 33 workbooks and 287 informal workshop comments (i.e. anonymous notes on aerial maps and flip charts). This summary highlights comments submitted by individuals who attended the workshops. Transcriptions of all comments received between October 12 and December 14, 2009 are included in the Appendix.

## **Workshop Purpose**

- Provide an opportunity for neighbors and stakeholders to learn about the East Link light rail system, next steps, and upcoming public involvement opportunities.
- Gather feedback from the community to inform the preliminary design of the project.
- Encourage community members to talk with project staff and help Sound Transit make the preferred alternative the best it can be.

## **Workshop Format**

The workshops provided an opportunity for the public to learn about recent project developments and the preferred alternative, while providing an interactive activity to encourage discussions between the public and project staff. Workshops lasted for two and a half to three hours each. The agenda and format were the same for each workshop; however, in order to better understand neighborhood interests, Sound Transit focused each workshop on a specific geographic area of the East Link alignment: South Bellevue, Bel-Red Corridor and Overlake/Redmond and downtown Bellevue. For those individuals, organizations or businesses that were unable to attend, Sound Transit staff provided separate meeting opportunities.

At the beginning of each workshop, participants signed in as they arrived while Sound Transit staff informed them of the workshop purpose and agenda. Each participant received a workbook tailored to the workshop, which provided information about the project and preferred alternative. The workbook also provided space for feedback about the overall East Link project and issues specific to their neighborhood. Participants were invited to submit their comments in the workbook, by scribing them on aerial maps of the preferred alternative, via mail or email, or by communicating directly with Sound Transit staff. Sound Transit staff encouraged participants to view display boards around the room to learn about the Link Light Rail system, understand the current status of the East Link project, and ask questions of staff.

Approximately 30 minutes after the workshops started, Sound Transit staff invited participants to listen to a brief overview presentation. The presentation highlighted the workshop format, opportunities to stay involved, and an overview of the preferred alignment. Following the presentation, participants visited a series of workshops stations. The workshop stations focused on specific geographic segments of the preferred alternative in order to provide more detail and highlight potential neighborhood interests. Participants were encouraged to note their comments directly on aerial maps or flip charts provided at each station. Several members of the East Link project team staffed the stations to answer questions or take down comments.

The comments provided are highlighted in this summary. A full record of transcribed comments from flip charts, aerial maps, workbooks, and comment forms are documented in Appendix B and C.



## **Public Notification**

Sound Transit notified citizens who live or work in the East Link corridor of the East Link workshops through a variety of methods including the Sound Transit website, an electronic newsletter sent to listserv subscribers, news releases, a postcard mailing, and display advertisements in local newspapers. Translation services were also advertised and available as needed.

Sound Transit mailed a postcard announcement to 52,000 residents within a minimum of a half-mile radius of the Bellevue, Bel-Red, and Overlake corridor segments. Sound Transit ran display ads announcing the workshops in the following publications: *Russian World*, *Bellevue Reporter*, *Redmond Reporter*, *La Raza Del Noroeste*, and the *Chinese Post*. In addition, a  $\frac{1}{4}$  page ad was placed in the *Seattle Times* to advertise the Downtown Bellevue workshop. Sound Transit also posted announcements with workshop descriptions, dates, and times at the following community locations:

### **Bellevue**

Bellevue Regional Library  
Bellevue City Hall  
Lake Hills Library  
Crossroads Library  
Crossroads Community Center  
Highland Community Center  
North Bellevue Community and Senior Center  
South Bellevue Transit Center  
Bellevue Family YMCA  
Hopelink

### **Redmond**

Overlake Transit Center  
Redmond City Hall  
Redmond Regional Library  
Old Redmond Schoolhouse Community Center  
Redmond Chamber of Commerce

In addition to notifying the general public, Sound Transit requested participation from business owners in the corridor, stakeholder, and neighborhood groups, as well as citizens who attended previous meetings, submitted comments, or asked to be added to the project mailing list.

A copy of the postcard announcement and other notifications are included in Appendix E.

**輕鐵東線工程**  
LINK LIGHT RAIL East Link Project

Sound Transit正準備著新的行動架構。這次的項目包括辦理事務之前2009年5月份通過的路線進行調整。為了能為更多市民服務更多的民眾，Sound Transit這次的**輕鐵東線工程非常需要市民的參與**。希望您能夠時常參加我們的提升初步工程的**互動專題討論會**。您將有機會：

- 知道更多關於輕鐵系統的知識
- 回應有關初步工程的問題
- 提出如何讓輕鐵更更好的服務你們社區建議

每個專題討論會都將著重於該地點附近的路線和輕鐵站。而在整個初步工程項目的過程中我們將會繼續提供更多的討論會。

**鄰近地區**

每個討論會將會于下午日落前的半小時舉行。

<b>OVERLAKE/REDMOND</b>	<b>SOUTH REDMOND</b>
星期一 - 2009/10/12	星期三 - 2009/10/14
VFW Building (Jerry Foley Memorial Hall) 4330 148th Ave. NE, Redmond	Bellevue High School 10416 110th Ave., Bellevue

殘疾人士陪同和翻譯請撥打1-800-822-4422

關於輕鐵東線的公共會議，請諮詢www.soundtransit.org或聯系Katie Kucimba，電話(206) 308-5459或電子郵件katie.kucimba@soundtransit.org。請訪問www.soundtransit.org/subcribe，獲得最新消息，或諮詢電話1-800-201-4900或電子郵件accessibility@soundtransit.org。

**Neighborhood Public Workshop**  
Workshop will be held from 4 to 7 p.m.  
(presentation begins at 5 p.m.)

**DOWNTOWN BELLEVUE**  
Wednesday, Nov. 18, 2009  
Bellevue City Hall  
450 110th Ave. NE, Bellevue

Interpreters, as well as accommodations for persons with disabilities, can be arranged upon request with sufficient notice by calling 1-800-823-9230 or TTY Relay: 711.

To speak with Sound Transit about the proposed Link light rail mass transit project in King County call 1-800-823-9230 for business hours.

For further information about Sound Transit's current projects please visit www.soundtransit.org. For more information about the King County Bus, call 1-800-823-9230 or contact businfo@kccta.org.

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**Sample Travel Times**

(approximate) in minutes

- from Downtown Bellevue to Microsoft campus **15 minutes**
- from Downtown Bellevue to downtown Seattle **20 minutes**
- from South Bellevue Park-and-Ride to Qwest Field/Safeco Field **15 minutes**
- from Downtown Bellevue to the University of Washington **30 minutes**
- from Sea-Tac International Airport to downtown Bellevue **55 minutes**

The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at www.soundtransit.org/subcribe. For information in alternative formats, call 1-800-201-4900 TTY or e-mail accessibility@soundtransit.org.

Sound Transit plans, builds and operates regional transit systems and services to improve mobility in Central Puget Sound.

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**LINK LIGHT RAIL East Link Project**

Sound Transit is currently designing the **East Link preferred alternative**, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's **East Link project team is seeking public participation at a downtown Bellevue interactive workshop** focused on advancing preliminary engineering. You will have the opportunity to:

- Learn about the East Link light rail system, including a new alternative for downtown Bellevue
- Provide feedback to inform the preliminary engineering of the project
- Tell us more about your community and how East Link can best serve you.

This workshop will be focused on the downtown Bellevue preferred route and stations, identified by the Sound Transit Board, as well as the tunnel alternatives. Additional public meetings will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.

Additional public meetings will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.

To learn more about East Link public meetings, please visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), or contact Katie Kucimba, Community Outreach Specialist at 206-398-5459 or [katie.kucimba@soundtransit.org](mailto:katie.kucimba@soundtransit.org). The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink). For information in alternative formats, call 1-800-201-4900 TTY Relay; 711 or e-mail accessibility@soundtransit.org.

**NEIGHBORHOOD Public Workshop**  
Workshop will be held from 4 to 7 p.m.  
(presentation begins at 5 p.m.)

**DOWNTOWN BELLEVUE**  
Wednesday, Nov. 18, 2009  
Bellevue City Hall  
450 110th Ave. NE, Bellevue

**Link Light Rail System**  
East Link is Sound Transit's planned project to build light rail between Seattle and Bellevue. Sound Transit is also conducting environmental review on the future extension between Overlake and downtown Redmond. The Sound Transit Board of Directors recently identified a preferred East Link alternative with eastside stations serving Mercer Island, south Bellevue, downtown Bellevue, Bel-Red, Overlake, and downtown Redmond, connecting to Seattle via I-90.

**SOUNDTRANSIT**

**East Link light rail**

Sound Transit is currently designing the **East Link preferred alternative**, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's **East Link project team is seeking public participation at interactive workshops** focused on advancing preliminary engineering. You will have the opportunity to:

- Learn about the East Link light rail system
- Provide feedback to inform the preliminary engineering of the project
- Tell us more about your community and how East Link can best serve you.

Each workshop is focused on the neighborhood preferred route and station for each location. Additional workshops will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.

**NEIGHBORHOOD Public Workshops**  
Each workshop will be held from 5 to 7:30 p.m.

**OVERLAKE/REDMOND**  
Monday, Oct. 12, 2009  
VFW Hall  
4330 148th Ave. NE, Redmond

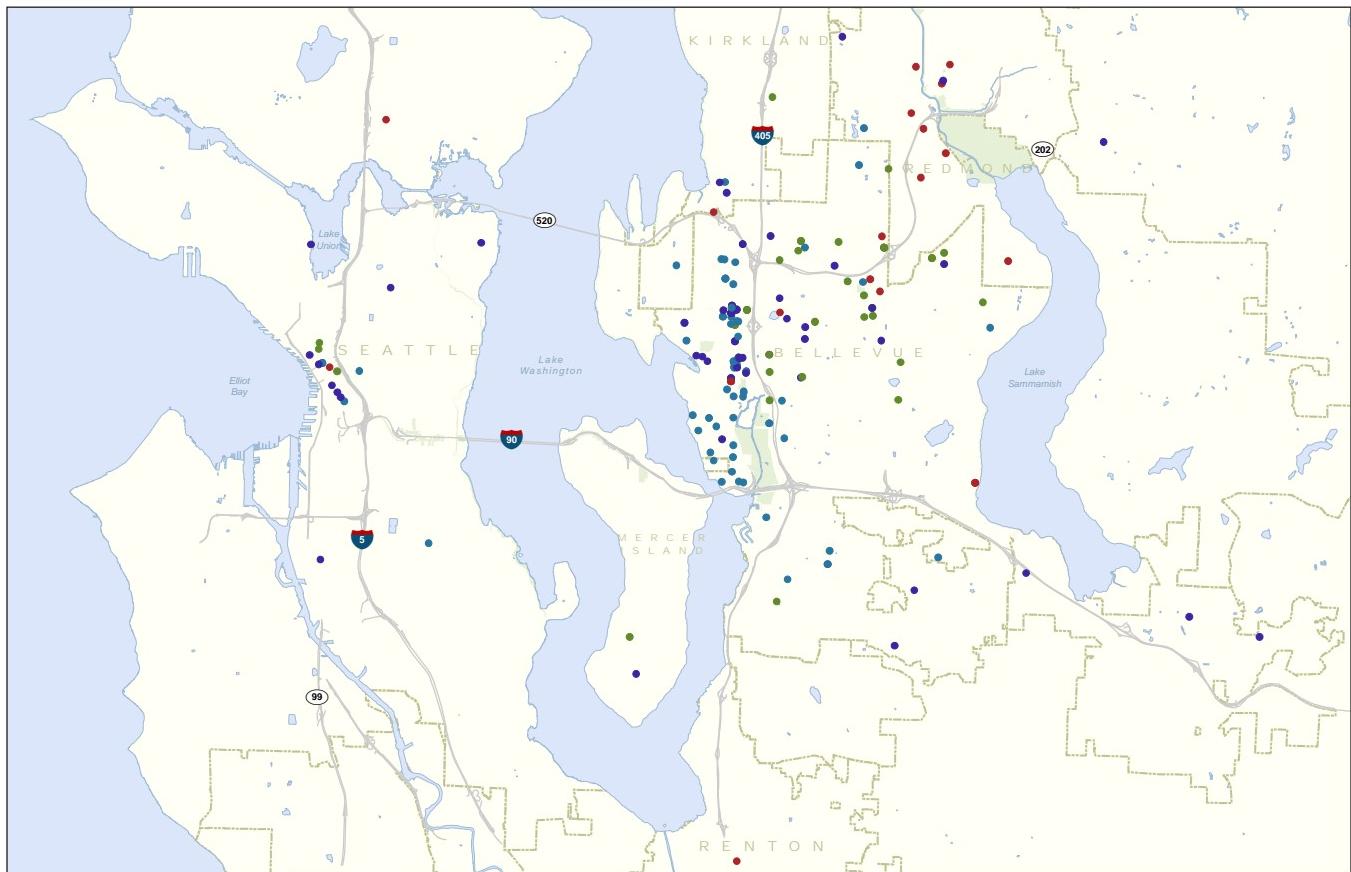
**SOUTH BELLEVUE**  
Wednesday, Oct. 14, 2009  
Bellevue High School (Gymnasium)  
10416 Wolverine Way, Bellevue

**BEL-RED**  
Thursday, Oct. 15, 2009  
Stevenson Elementary School (Gymnasium)  
14220 NE 85th St., Bellevue

To learn more about East Link public meetings, please visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), or contact Katie Kucimba, Community Outreach Specialist at 206-398-5459 or [katie.kucimba@soundtransit.org](mailto:katie.kucimba@soundtransit.org). The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink). For information in alternative formats, call 1-800-201-4900 TTY or e-mail accessibility@soundtransit.org.

## Geographic Location of Workshop Attendees

See Appendix I for complete map of attendees live/work locations.



### Workshop Location

- Bel Red
- Downtown Bellevue
- Overlake
- South Bellevue

# South Bellevue Workshop

*Location:* Bellevue High School Cafeteria  
10416 Wolverine Way, Bellevue

*Date:* October 14, 2009

*Time:* 5:00-7:30

*Approximate Attendance:* 102

## Key Themes

- Preference indicated for moving alignment to east side of Bellevue Way, but concern about potential impacts to Mercer Slough.
- Avoid elevated alignment due to noise and perceived visual impacts to surrounding neighborhood.
- Support for keeping alignment along Bellevue Way to serve residents with the South Bellevue station, while others strongly advocate for B7 alignment due to minimized noise and perceived visual impacts.
- Concern about wetlands and history of flooding along the area adjacent to the proposed alignment, the Bellefield Business Park and the existing park-and-ride.
- Provide needed access, connections and facilities for transit, pedestrians and bicyclists.
- Support for the eastern-facing South Bellevue park-and-ride.
- Concern about existing and future traffic conditions on Bellevue Way and perceived traffic impacts from light rail and increased parking capacity at the South Bellevue park-and-ride.
- Avoid impacts to neighborhoods, properties and individual homes during construction and as a result of the completed system.
- Mixed support for East Main Station, some believed the station would better serve residents at a different location.

## South Bellevue Comment Highlights

The comments in this section are representative of the comments provided through the general comment forms, the introductory section of the workbook (pages 5-6), as well as any comments provided on aerial maps and flip charts at the comment station and the South Bellevue Overview workshop station.

Comments are organized by topic.



## **South Bellevue Preferred Alternative Design**

Many support positioning the alignment along the east side of Bellevue Way, but there is some support for a center roadway alignment to avoid impacts to Mercer Slough.

- “Really like the eastern alignment coming off I-90 then behind the South Bellevue Garage then below Bellevue Way along east side of roadway.”
- “I would prefer to see the light rail line positioned as closely to Bellevue Way as possible. Extending the I-90-112th Street line out into Mercer Slough would significantly reduce the recreational and aesthetic value of the Slough. A transportation corridor should be constrained as much as functionally possible to leave remaining land available for alternative uses (such as recreation).”
- “I think overall the B3 modified is a well thought-out long term approach to achieving the City’s vision.”
- “Excellent work! We are very excited about this project. The preferred alternative is fine as is, but the alternative locations further east at South Bellevue park-and-ride is probably better in terms of impact on neighbors above Bellevue way. Either one is okay. I only wish we could ride sooner than 2020. Thanks for all your hard work.”

Consider running the track down 112th Avenue.

- “I think in the long run it makes more sense to run the track straight down 112th rather than curving behind the Bellevue Club. People moan and groan, and for good reason, but ultimately we need light rail to be functional (fast).”

Support for B7 alternative instead of B3S preferred alternative in order to avoid environmental impacts along Bellevue Way and improve the connection to Issaquah.

- “We support the B7 alignment. B7 will have a more direct link to Issaquah. Choosing B7 would not impact Winters House. Using B7 and the BNSF right of way removes construction impacts from Bellevue Way. B7 has only one curve/eliminating noise.”
- “Prefers B7. Better alignment than Bellevue Way because: 1) visual blight; 2) crossing environmental wetlands between SE 8th and SE 6th and others; 3) will link future connection to Issaquah.”
- “Over 75% of those who commented on the East Link DEIS support the B7 alignment.”

## **At-Grade Alignment vs. Elevated Alignment**

Mixed views regarding at-grade alignment at crossings.

- “Avoid at-grade crossings of streets.”
- “I think an at- (or below-) grade crossing at Bellefield would save money and work just fine, Bellefield does have an alternative access at SE 8th anyway.”

Participants were concerned about a grade separated alignment due to perceived visual and noise impacts.

- “Concern about louder trains due to elevated tracks.”
- “Do not support elevated. Visually unappealing.”
- “Elevated tracks will tower over surrounding homes north of SE 8th to Surrey Downs Park-what are you doing about 1) sound impacts (noise) 2) visual blight?”

### **Multi-Modal Connections and Access**

Ensure adequate facilities, services and access are provided for pedestrians, bikes and transit.

- “Along this alignment: preserve existing bicycle facilities and join City of Bellevue in funding needed bicycle facility improvements (Bellevue Way; 112th Ave).”
- “Accommodate peds and bikes along the route and crossing the route.”
- “Provide bike lockers on a first-come, first-serve basis that can be locked...”
- “Give paramount attention to non-motorized and surface transit (including school buses) movements and circulation.”
- “Concerned some bus services will go away.”
- “Preserve the pedestrian path around the blueberry farm.”

Integrate station with buses, cars and pedestrians.

- “Adjust bus routes to improve integration.”
- “Please work with Metro to integrate feeder routes, like the 222, into Link. Provide guidance to customers on how to successfully make the transfer.”

### **Station Access, Location and Parking Needs**

Site park-and-ride stations where they will provide the greatest service.

- “Place park-and-ride closer to the freeway for better access.”
- “I don’t like the location of the East Main Station nor the lack of parking there. It needs to be moved south to serve the SE Bellevue neighborhoods (i.e. Woodridge) and would permit the use of the existing park-and-ride (walking distance, not co-located).”
- “I very enthusiastically favor a train station at the South Bellevue park-and-ride. I live in this neighborhood. I am very concerned that B7 supporters will prevent the station.”
- “I want a station at the southbound park-and-ride! The B7 route may not allow for it.”

Support for “east” alignment of park-and-ride.

- “Prefer park-and-ride ‘east’ alignment-it buffers the train station from the residents with the parking garages-very smart. I realize the garages can be designed aesthetically pleasing.”
- “The east facing South Bellevue station seems like a better solution to mitigate noise and visual impact. However, environmental concerns may necessitate going with the original west facing plan.”
- “I preferred the option with the bus bays and the rail line towards the Slough, shielded by the parking garage. This design provides some buffering using the garages but also will minimize individuals j-walking across the layover spots. One of the designs had bus layover bays between the crosswalk on Bellevue Way and the bus bays - this is a VERY bad idea. Passengers who are late will see their bus and run for it - not paying attention to other buses entering the layover area.”
- “I prefer the park-and-ride layout with the station closest to Bellevue Way.”
- “I like the alternative that has been created for the S. Bellevue park-and-ride where the station is on the east side of the parking lot. This option would perhaps help a bit with noise and track height concerns for people living across the street from Bellevue Way.”

Address parking needs by providing adequate capacity and access.

- “Please design the park-and-ride garage so more floors can be added in the future-1,400 spaces are not going to be enough. Also, please provide plug-in stations for electric vehicles.”
- “My family can’t get into park-and-ride to pick me up now, so I’m forced to drive my car from home to the park-and-ride so I can get out and get home otherwise I would have someone come by and pick me up.”

Need to consider parking options during construction.

- “(Provide) “hide-n-ride” parking during construction.”
- “I do not support the closure at the South Bellevue park-and-ride for any amount of time.”

## **Business and Property Impacts**

Avoid impacts to adjacent neighborhoods, properties and homes.

- “Don’t take private homes. Look at alternative that doesn’t impact residential zoning. Respect City of Bellevue zoning and best practices study.”
- “Impacts to homes on west side of 112th Ave SE will be devastating!!!”
- “Three to five years of construction will wreck the neighborhoods in South Bellevue.”

Support for preserving the Winters House and propose relocating the fruit stand to the Winters House.

- “A preference to not move the Winters house - Make sure the line is well landscaped to minimize the impact on the Winters house.”
- “Save the Winters House.”
- “If you do take out the fruit stand, I wonder if part of the Winters House could be used in that capacity...?”
- “Like to co-locate with blueberry farm.”

## Traffic

Participants noted concerns with existing traffic back-ups on Bellevue Way and potential future traffic impacts due to construction and the new light rail station.

- “Pay attention to traffic especially on game days. Back-ups occur on 112th SE and Bellevue Way up to Main Street where both streets meet at Bellevue Way....”
- “(There is) cut-through traffic in the evenings (peak mostly during construction)...”
- “Traffic impacts due to additional parking in park-and-ride.”
- “Does the LRT impact traffic?”
- “Bellevue Way is already congested. How will new designs impact? How many spaces at park-and-ride?”
- “No one can tell me what the traffic impacts are. Southbound Bellevue Way already seems to have extensive back-ups in the afternoons during rush hour. Has anyone looked into this or run any analyses?”

Consider traffic mitigation during construction.

- “Need traffic mitigation along Bellevue Way during construction.”

## Environment

Attendees expressed concern with potential impacts to surrounding habitat and wildlife.

- “Talk with Bellevue staff regarding river otters. These have been crossing Bellevue Way.”
- “How close to wetlands?”
- “Avoid noise and visual impacts.”
- “Minimize noise and visual impacts”
- “What will be done to keep noise levels down?”
- “The option to insulate homes against noise provides undesirable options: 1) have no insulation; 2) using backyard results in excessive train noise; 3) having to stay inside to avoid noise when weather is nice.”

Many noted concerns with flooding due to the wetlands in the area.

- “*The parking garage floods.*”
- “*Lots of flooding on SE 8th Street.*”
- “*South Bellevue park-and-ride is built on fill in a wetland and would never be built with today's environmental regulations. Two-story Bellefield Office Park is also built on fill in a wetland, each year must utilize pumps for flooding.*”
- “*You cannot put light rail at-grade in Mercer Slough because of high water table in wet season.*”

## Downtown Bellevue

Interest in plans for downtown Bellevue and comments regarding downtown alternatives.

- “*On 108th and 110th in downtown, there will likely be numerous conflicts with an at-grade alignment, regular street and pedestrian traffic, and the added issue of cars leaving garages and parking lots. I am not supporting a tunnel option, but sight distance will likely be a major concern here for turning vehicles.*”
- “*Very excited to see an alternative to the 12th Street alignment in downtown Bellevue. The new 6th Street alignment will have much less impact on Bellevue neighborhoods and traffic. Please keep the option in focus.*”
- “*A surface alignment in downtown Bellevue would be a disaster! Only a tunnel and/or aerial alignment can serve the needed accessibility, reliability, level of service & safety both for LRT operations, and motor traffic circulation (local & regional/405 access). Finding the money using stage development if necessary (i.e. defer the downtown to Overlake link, if necessary!!)*”

## Other

In addition to sharing interests and ideas regarding the preferred alternative, participants shared the following general comments about the East Link project.

Support for project to move forward.

- “*Build this, built it now! I am tired of delays by special interest groups.*”
- “*We need and want Link in Bellevue.*”
- “*I support the preferred alternatives selected by the Sound Transit Board.*”

Interest in advancing the timeline for the project.

- “*Why will it take 11 more years?*”
- “*Why so long until it's ready for operation?*”

Reconsider East Link Project.

- “*This plan is not a good use of funds. We need commuter rail that goes to Issaquah and north-south along I-405.....I say you need to reconsider the eastside link of light rail from Seattle.”*

Appreciate information about the project and opportunity to talk with staff.

- “*Overall, great job by staff at this meeting in answering questions. Not everything was answered (may be due to early design level), but I feel like I learned a lot.”*
- “*I received a lot of useful information and appreciate Sound Transit’s efforts to keep the community informed.”*

Consider the costs of B7 route.

- “*...Sound Transit will hopefully acknowledge that the many changes along SE 118th such as permitting the property across from Greenbaums to put up a Storage Rental business as well as the WSDOT sound wall and I-405 storage all would impact the costs associated with B7, if it were reconsidered.”*

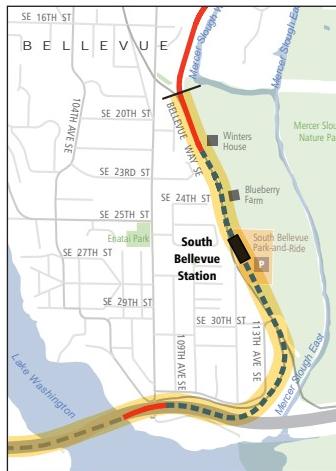
Concern with running light-rail on I-90 and interest in adding light rail to SR 520.

- “*I’m concerned about the feasibility of running light rail on I-90.”*
- “*Please consider adding light rail to the new SR 520 bridge. Light rail on the I-90 Bridge will remove two lanes of traffic being used by vehicles. I suggest adding another bridge..but this would require new tunnels on each side, which would be very costly. Population projections are increasing, so it will be good to provide more mass-transit options.”*

## Comments by Geographic Area

The comments in this section are representative of the comments provided at each workshop station, as well as comments provided in the workbooks (pages 7-8), organized by geographic area.

### I-90 to 112th Ave SE



### I-90 to 112th Avenue SE

Consider new design options for alignment along Bellevue Way.

- “*Develop and evaluate a below-grade alignment along most of Bellevue Way segment, with open depressed x-section, or cut and cover, or combo. Evaluation should particularly emphasize noise, visual impacts, sensitive areas/wetlands, and cost. (Swing alignment further east if necessary to test this alignment option.)*
- “*Should really consider staying on Bellevue Way to allow a downtown Bellevue Station near Main Street and Bellevue Way to complement at BTC station.”*

The South Bellevue park-and-ride would benefit residents and bus passengers.

- “Moving it to Bellefield: less accessibility to station.”
- “Serving South Bellevue park-and-ride with bus transfers seems very worthwhile.”
- “Like park-and-ride: concerned about size of increase and that architecture will blend in. Like art aesthetic appeal.”
- “All stations should have park-and-ride (except downtown).”
- “This is the right location for a park and ride-serving neighbors to the east and south on a major arterial for neighbors to the north.”

Consider and evaluate access needs for Blueberry Farm.

- “(Need) more conceptual work on farm access.”

Protect and enhance pedestrian and bicycle facilities.

- “...pedestrian/bike services along Bellevue Way are limited as it is. Adding a light rail line in that area could further diminish these services. At the same time even more pedestrians/cyclists may want access to the South Bellevue Way light rail station, further exacerbating the situation. Enhanced ped/bike facilities should therefore be included in the development.”
- “Accommodate bicycle traffic safely along Bellevue Way corridor.”

## 112th Avenue SE to SE 8th Street

Keep the rail at- or below-grade.

- “Prefer keeping the rail at or below grade as much as possible-making this option better than current preferred.”
- “We who live in this neighborhood are very concerned about visual impacts. This route seems to reduce them significantly, I also like the below-grade routing for the same reason.”

Move tracks along the east side of Bellevue Way to reduce impacts.

- “Move tracks along Bellevue way to the east to lessen noise and visual blight, impacts on residential neighborhoods.”

Mixed views regarding alignment at SE 15th.

- “Prefer elevated at SE 15th-helps preserve capacity on 112th, prevent back-ups.”
- “Develop and evaluate a depressed alignment option here...”
- “Consider at-grade at SE 15th (cost savings) .....

Concern regarding perceived environmental impacts, especially in regard to wetlands and noise.

- “Concerned about significant impact on wetlands and riparian area (Sturtevant Creek).”
- “Address noise impacts.”

112th Ave SE to SE 8th St



Address traffic needs and capacity on Bellevue Way.

- “Concern about LOS impact on Bellevue Way, especially as result of increase in traffic from expanded park-and-ride.”
- “Increase capacity on Bellevue Way or otherwise make sure light rail doesn’t decrease LOS.”

SE 8th Street to Main Street



## SE 8th Street to Main Street

Maintain alignment along 112th Avenue.

- “Why not along 112th from 8th to Main?”
- “Why not stay at/on 112th instead of deviating—could still do a stop near Main and portal could be on Main.”

Appreciate design modification to reduce perceived property impacts.

- “Thanks for adjusting the alignment to minimize property impact.”

Mixed views regarding need for East Main Station.

- “East Main Station is unnecessary. Eliminate it.”
- “Delete East Main Station.”
- “This station would seem to have little usage—is far from office/commercial core, not particularly well-served by bus route network—consider dropping this station (or deferring it as a longer-range potential option) and instead use the \$ savings for an additional central downtown station or other improved accessibility to the ST link line between Main and Overlake hospital.”
- “Like East Main Station, but maximized accessibility is questionable... what feeds into it? Link to SE 8th park-and-ride?”
- “East Main Station represents an incredible opportunity as a gateway feature (aesthetically) into Bellevue...if it’s “dolled-up” from an artwork & design standpoint.”

Ensure two-way traffic and circulation on 108th & 110th Avenue.

- “No one-way traffic on 108th (southbound only).”
- “No one-way traffic on 110th (northbound only).”

Address needs of pedestrians and bicyclists.

- “Maintain sight distance for bikes at columns.”
- “Look at Bellevue Bike and Pedestrian Plan.”
- “Pedestrians may cut-through bus area.”

Maintain vehicle access and connections.

- “Need better connection to cars.”
- “Do not want to lose access to 30th & 113th.”

Reduce impacts to parking capacity.

- “Add parking fees.”
- “Concerned about temporary loss of park-and-ride. Can there be a future expansion of park-and-ride?”

Protect neighborhoods, properties and residences.

- “Destruction of and partial taking of property/single family residences violates City of Bellevue’s best practices for light rail and the spirit/and/or letter of Bellevue’s zoning. Move route to commercial property on the NE corner of 112th and Main. Shift to north side of Main Street.”
- “Need to protect neighborhoods all along this route from impacts.”
- “Please no condemnations or partial takings in Surrey Downs.”
- “Bellevue City Policy-no staging in neighborhoods if a practicable alternative exists.”
- “Can you avoid Winters House by going under?”
- “Concern about view to berry farm”

## Other Comments

The comments in this section represent additional comments provided following the presentation as well as anecdotal comments as noted by staff about participant interests and concerns.

- Suggestions to share information regarding potential property impacts, since a number of people will lose their homes.
- A participant commented that 75% of respondents to the Draft EIS expressed support for B7. Concern that the B3 route was selected as the preferred.
- Questions about putting light rail on SR 520 vs. I-90.
- Areas of highest concern included perceived traffic and noise impacts, travel times and perceived impacts to property values.
- Interest in plans for downtown Bellevue, especially regarding the alignment on the south side of the road and mitigation plans during construction.
- Desire to see other options, not just preferred alternative.

# Downtown Bellevue Workshop

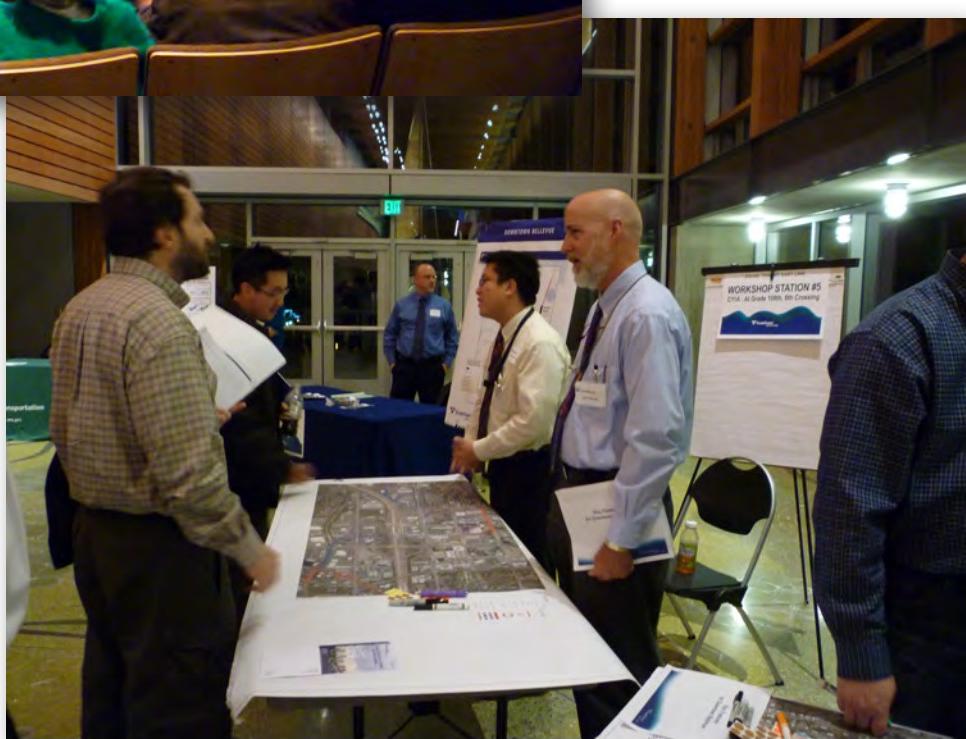
*Location:*      Bellevue City Hall  
                        450 110th Ave NE, Bellevue, WA  
*Date:*              November 18, 2009  
*Time:*                4:00-7:00 p.m.  
*Approximate Attendance:* 163

## Key Themes

- Strong support for a tunnel option due to speed and reliability as well as minimized traffic impacts.
- Interest in the financial feasibility of the options and concern about paying too much for a tunnel option.
- Avoid any impacts to McCormick Park.
- Consider risks to pedestrian and driver safety and carefully evaluate these issues when identifying the best option.
- Concern regarding noise during construction and while trains are in operation.
- Support for identifying additional stations in downtown Bellevue in order to provide more convenient access to homes and businesses.
- Preference for designing the light rail line so it serves the downtown core, however some interest in further study of the “Vision Line” along 114th Ave.
- Support for C3T option, but many concerns about financial feasibility.
- Concern regarding the traffic, access and safety impacts of the C4A alternative.
- Many positive comments about the design and lower cost of the C9T option, but it doesn’t serve the hospital district as well as other options.
- Some support for C9A, however traffic congestion on 110th Ave NE is a concern.
- Favorable response to C11A’s proximity to the Bellevue Transit Center, but concerns about traffic, residential and access impacts.

## Downtown Bellevue Comment Highlights

The comments in this section are representative of the feedback provided through the general comment forms, the introductory section of the workbook (pages 5-6), as well as any comments provided on aerial maps and flip charts at the Downtown Bellevue Overview workshop station. Comments received by email following the workshop that did not address a specific alternative are also included in this section. Comments are organized by topic.



## **Tunnel Alternatives**

Many participants provided comments in support of a tunnel alternative through Downtown Bellevue. Speed, reliability and long term planning needs were among the most frequently mentioned reasons for supporting tunnel options. Several of these comments also discouraged all at-grade options.

- “Need a tunnel to ensure travel speed and reliability for light rail.”
- “I think it is of extreme importance that the core of Bellevue be served in the most convenient, quality way possible. A tunnel option, separate from traffic is the best and most timeless way to assure success for generations to come.”
- “Preferred Alternative. Tunnel it!”
- “The best option for the light rail is one of the tunnel options...Typically street cars impact vehicle traffic, pedestrian traffic, can create unsafe conditions and are annoying to hear.”
- “All surface alternative routings are totally inappropriate for the subject route segment: Reliability, capacity, and safety for LRT movements would greatly suffer. Roadway traffic operations, capacity, safety, access and circulation for both motorized and nonmotorized travel modes would be extremely and unacceptably adversely impacted.”

## **Financial Feasibility**

Several workshop attendees raised concern about the cost of the Downtown Bellevue alternatives, particularly the tunnel options, and encouraged Sound Transit to be prudent with public resources. A few people requested cost analysis information on the new alternatives presented at the workshop.

- “Is there any cost information out on the new alternatives C9-A and C11- A to compare to the chart showing the comparison of the current alternatives costs?”
- “While the tunnel is the best option, unless it can be properly financed, then something else should be done. Please don’t try some crazy taxing or financing scheme and borrow too much. If we don’t have funds, then we don’t have funds. Be financially responsible.”
- “Costs for downtown East Link should be within budget constraints that Sound Transit has established. Bellevue is currently in “the red” in its own 10 year CIP budget and cannot afford more taxes for ST supplements.”

## **Environment**

A few comments noted perceived impacts to the environment especially in the McCormick Park area.

- “Destroying the only remaining public park area...replacing it with rail lines and trains speeding by every 7 minutes, prevents thousands of local residents from having a reasonable quality of life.”

Many expressed concern for noise, particularly along residential streets both during construction and operation of link light rail.

- “*Train will be very noisy in residential areas.*”
- “*My main concern is the noise from the construction and the train will make once it becomes operational.*”
- “*Will the light rail be running 24/7? if 24/7, how much noise is it going to make? In Colorado, every time a light rail train comes to a stop light, they always fire off the train’s horn. Will the train drivers be doing the same thing here?*”
- “*Two 90-degree 100 foot radius turns next to housing neighborhoods is almost certain to create unacceptable noise and vibration problems for residential areas.*”

### **Hospital Access**

- “*The transit line has to have a route that stops at Overlake Hospital. The proposed alternatives with a station at Whole Foods need a plan to get older adults to the hospital.*”

### **Pedestrian Access and Safety**

A few comments addressed issues of concern surrounding pedestrian safety and access. Concern for safety was especially common in relation to the at-grade alternatives.

- “*With growing population, it is important to consider the amount of pedestrian traffic with at-grade options.*”
- “*Ensure good pedestrian access within ½ mile radius of any stop.*”
- “*Risks of accidents, pedestrian risks, vehicle collisions...due to construction and light rail impacts were not properly considered nor appropriately evaluated.*”

### **Additional Stations**

Attendees indicated a preference for additional stations in downtown Bellevue and near residential areas.

- “*Looking forward to light rail service to Bellevue. Wish there were more stops in downtown especially with the preferred alignment at grade.*”
- “*Add more stops where people actually live.*”
- “*There are no provisions for local North End neighborhoods to access Light Rail. These residential neighborhoods are merely ‘railroad-line pass through routes’ on the way to other communities.*”

### **Access to Downtown Core**

Several participants commented that light rail should serve population and employment centers in Downtown Bellevue. A few comments referenced the 114th elevated plan proposed by Bellevue City Councilmember, Kevin Wallace and cited concern that the proposed alignment would not provide access to the downtown core.

- “Access to core employment in downtown and hospital area.”
- “Do not support any effort by City Council to push alignment away from serving downtown (i.e. BNSF alignment).”
- “Tunnel or at-grade either way the line must get into downtown Bellevue. (not just go on the side of it) We must send the jobs to people where they are and where they will increasingly be – downtown.”
- “I’m concerned about suggestions that the line run up 405 and misses downtown. What’s the point? We need to serve downtown.”

### **Modified/Other Alternatives**

While many comments opposed the 114th elevated alignment, others offered support and encouraged Sound Transit to conduct further investigation and analysis. Other comments suggested changes to the existing alternatives and some proposed entirely new or modified routes.

- “Keep it out of Downtown Area – run line along 112th Ave NE.”
- “Vision Line Coalition concept: This alignment concept should be studied in-depth by both the city and Sound Transit”
- “I think the Vision Line is probably the best option available and should be researched more. Since surface street rail is such a pain and will not enhance Bellevue’s downtown at all, and the tunnel looks like it won’t happen, then this option should be explored. The downside of it is that it is somewhat farther away from businesses, shopping, etc.”
- “Utilization of the space above the Bellevue NE 8th/ I-405 interchange would lower cost of property acquisition and slightly shorten the route? At the same time it would straighten the route, thus reducing operational cost.”
- “I suggest one potential approach to bring down costs of C9T....Similar to one of the original elevated alternatives along 112th to 110th, but using a shortened tunnel instead, to get to the bus terminal area along 6th St...A further cost-reduction concept is staying elevated along 112th, accomplishing the same result with far lower costs; and even more great benefits.”

**C4A**



### **Comments by Alternative**

The comments in this section are representative of the comments provided at each workshop station, as well as comments provided in the workbooks (pages 7-8), organized by alternative.

**C4A**

A number of participants and comments received following the workshop cited opposition to the preferred alternative, C4A. Impacts to property values, increased congestion, safety concern and access were commonly indicated as negative consequences of this alternative. The Villa Firenze Condominium Association submitted a letter expressing opposition to C4A. Their top concerns include impacts to property values, noise, congestion, safety and visual impacts of the light rail on residential streets.

An overwhelming percentage of participants commented on the perceived impacts to traffic related to the C4A alternative both during construction and upon completion.

- “*This alternative impacts traffic too much.*”
- “*Major impact to traffic flow.*”
- “*The construction of the C4A line through the heart of our city will cause extreme neighborhood disruption, massive traffic problems, noise pollution and unacceptable safety risks.*”
- “*This will kill downtown traffic. Think about what will happen to traffic on 8th street. It is bad enough right now.*”

A few participants expressed support for the C4A alignment.

- “*I strongly support the preferred C4A surface route through Bellevue. It will be more convenient for riders than a tunnel, and a recent Sound Transit video demonstrated minimal traffic interference.*”

Concern regarding maintaining access to hospital and businesses.

- “*Access to hospital is pretty poor. If people have to walk across 12th along 116th then into hospital complex. At grade in Bellevue would be a traffic disaster. Look at the downtown Portland experience.*”
- “*Keep alignment on west side of 110th to avoid impacts to businesses*”
- “*Blocks emergency vehicles access to entire at-grade route. Unsafe for pedestrians, residences and vehicles. Creates poor quality living environment for residences and businesses.*”

Participants asked Sound Transit to consider construction and safety impacts.

- “*Unacceptable construction and safety impacts for traffic, downtown neighborhoods, businesses and residents.*”

## C3T

Although many participants were in favor of the C3T alternative, several comments raised concern for the financial feasibility of this alternative.

- “*This is more than needed-too expensive.*”
- “*Preferred option-but may be unaffordable.*”
- “*Tax payers should not be burdened with the additional cost of this option.*”
- “*While the tunnel is the best option, unless it can be properly financed, then something else should be done. Please don't try some crazy taxing or financing scheme and borrow too much. If we don't have funds, then we don't have funds. Be financially responsible.*”
- “*Best alternative but upfront costs...*”

Those participants who supported the C3T alternative frequently cited long term goals as the foremost priority.

- “*This makes the most long term sense. Better to spend the money now and have a solution that is the best.*”

## C3T



## C9T



## C9T

Several comments offered positive feedback for C9T as a viable and less expensive alternative to C3T.

- “Good alternative with the lowest future impact.”
- “Reasonable alternative if funding for C3T cannot be secured.”
- “Environmentally preferred!! What an idea! Improved safety, preserves 108th and 110th from being destroyed, safety of autos/pedestrians, reduces congestion and delays. Saves transit center and locations around.”
- “The recent C9T is the best combination of cost and ridership. It goes close to the downtown core of Bellevue. This is key.”
- “Many positive design features. Best alternative. Good access to bus transit center. Good location for downtown business ridership.”

Concern for accessibility, particularly pedestrian access to the hospital ranked as the highest concern with this alternative.

- “The hospital station is too far from the hospital and it would be difficult for the disabled and elderly to cross the street to get to the hospital.”
- “Hospital access is better but crossing 116th needs a pedestrian friendly way into hospital.”

## C9A



## C9A

A few participants provided general support for the C9A alternative.

- “As a pedestrian and frequent user of Metro Bus Service at the Bellevue Transit Center, I'd like to voice my support for the C9A at-grade alternative.”
- “Both C9A and C11A are very highly acceptable – minimum disruption to traffic flow and hopefully less disruptive to traffic flow at the NE 8th Street interchange.”
- “Best option to minimize costs.”
- “Good use of surface streets. It is okay to not have the transit station for buses and trains at the exact same place.”

Some participants critiqued C9A; many of these comments referenced perceived congestion on 110th as their primary reason.

- “110th Street should not be used as an optional route. The road is too narrow to accommodate cars and the light rail. Even if it becomes a one-way road, it will still adversely affect traffic through that area.”
- “110th is too busy for an at grade run.”
- “Still kill downtown traffic. Future costs are bad.”
- “Would essentially shut down 110th”
- “I would prefer an elevated alternative to avoid traffic.”
- “Keep alignment on west side of 110th @ Main street (it is underdeveloped, whereas the east side has buildings that will be impacted). At grade crossing of 4th will further tie up traffic at an already different intersection.”

## Workshop Station: C11A

Comments in favor of C11A addressed the proximity to the transit center as a positive feature of this alternative.

- *"I prefer C11A which permits the Link station to be at the current Bellevue Transit Center and closer to the center of downtown Bellevue than any of the other alternatives."*
- *"I found at-grade alternative C11A more appealing. With the trains pulling in to the Bellevue Transit Center it will be more convenient for making train/bus connections."*

Other comments cited perceived negative impacts to traffic, residences and access concerns with C11A.

- *"Too far from the hospital station."*
- *"Still kills downtown traffic. Future costs are bad."*
- *"Too many traffic lights (same as above). This involves costly and unnecessary reconstruction of Bellevue Transit Center."*
- *"Too great of an impact to traffic flow."*
- *"An at-grade route will not be compatible with City of Bellevue's comprehensive plan, which calls for a new urban design, and improvements to Main Street."*
- *"Poor choice. Many impacts on high-rise residential zone. Will create similar, negative impacts as C4A. Not an acceptable option."*
- *"This impacts traffic too much."*

C11A



## Other Comments

The comments in this section represent additional comments provided following the presentation as well as anecdotal comments as noted by staff about participant interests and concerns.

- Positive response to the new alternatives and Sound Transit's willingness to modify the preferred alternative.
- Comments were made by participants about their opposition to the project.
- A comment after the presentation was made requesting to see a support of hands for C4A. The same individual expressed opposition to C4A.

# Bel-Red Corridor Workshop

*Location:* Stevenson Elementary School Gym,  
14220 NE 8th Street, Bellevue

*Date:* October 15, 2009

*Time:* 5:00-7:30 pm

*Approximate Attendance:* 64

## Key Themes

- Make pedestrian access and safety a top priority.
- Plan for adequate bus connections at light rail stations.
- Interest in building park-and-ride facilities to ensure parking capacity is adequate at the stations.
- Proposals to modify the preferred alternate to grade separate street crossings.
- Concern for potential impacts to commercial property owners.

## Bel-Red Corridor Comment Highlights

The comments in this section are representative of the comments provided through the general comment forms, the introductory section of the workbook (pages 5-6), as well as any comments provided on aerial maps and flip charts at the comment station and the Bel-Red Overview workshop station. Comments are organized by topic.



## **Bel-Red Corridor Preferred Alternative Alignment**

Many participants indicated a preference to modify the preferred alternative along particular segments to ensure safety and avoid potential impacts to traffic and businesses.

- “Concern about safety issues along at-grade sections especially people crossing mid-block across tracks.”
- “Grade separate at 120th”
- “Grade-separate 120th/124th”
- “Being at-grade creates a huge public safety hazard and will impact traffic tremendously. I don’t think this is worth doing unless it is entirely underground and elevated (in combination) and only at-grade on freeway corridors.”
- “Prefer BNSF alignment therefore below grade at 120th & 124th”

## **Multi-Modal Connections and Access**

Pedestrian safety and access is a top priority.

- “Add pedestrian access across NE 12th to the Overlake Hospital to improve access and increase safety.”
- “Some Wilburton residents are concerned that the station is too far to walk to.”

Ensure adequate bus connections to light rail stations.

- “Need to plan for connections to the light rail how to connect neighborhoods to light rail stations.”
- “Taking bus to any of stations defeats the purpose. Still have to park somewhere to take bus-no nearby park-and-ride near bus.”
- “How do pedestrians get to station? Show more detail, bus stops, etc. to station.”
- “Ensure good pedestrian and bus connections to stations.”

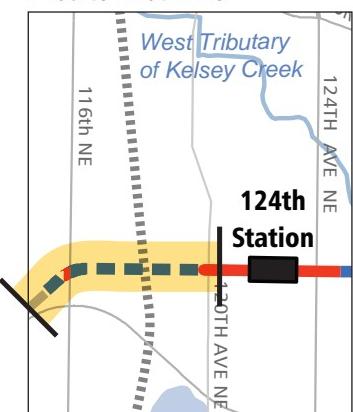
## **Parking**

Build additional parking lots near the stations to meet parking needs.

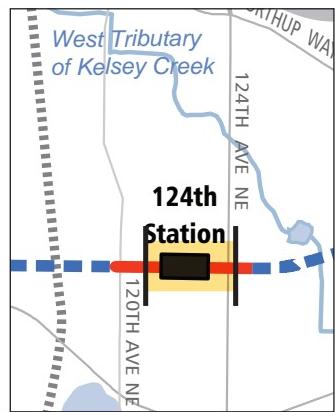
- “Need parking at stations – more at 130th.”
- “Add park-and-ride (136th to SR 520)”
- “Put park-and-ride facility at 124th Ave NE station”

## Comments by Geographic Area

I-405 to 120th Ave



120th Ave to 124th Ave



124th Ave to 136th Ave



The comments in this section are representative of the comments provided at each workshop station, as well as comments provided in the workbooks (pages 7-8), organized by geographic area.

### I-405 to 120th Avenue

Interest in grade separation.

- “Grade separate at 120th”
- “116th is heavily traveled – grade separate”
- “Elevate or tunnel to avoid degradation of capacity and efficiency of expanded 120th Ave NE and eliminate conflict with Bellevue Lane.”

### 120th Avenue to 124th Avenue

Concern for business and perceived property impacts.

- “Project will have impacts to small businesses in this area along with Bel Red plan”
- “Concerned about limitations to future development”

Address needs of pedestrians.

- “Ensure good pedestrian and bus connections to stations.”
- “How do pedestrians get to station – show more detail, show bus stops, etc. to station”

### 124th Avenue to 136th Avenue

Proposals for elevated track.

- “Preference for elevated track”
- “Elevate to fit more transit capacity into narrow right-of-way, while maintaining existing driveway access”
- “Elevate entire way”

Ensure convenient access and connections to light rail.

- “Sidewalks needed between 124th and 130th stations and N/S to those stations.”
- “Need to plan for connections to light rail. How to connect neighborhoods to light rail stations i.e. Vancouver’s community shuttles.”

## 136th Avenue to SR 520

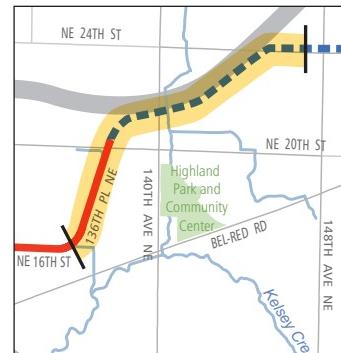
Proposals for additional elevated guideway.

- “Elevated alignment along 136th St”
- “Elevated across NE 20th St to avoid traffic, and extremely busy street.”
- “Maintain function at 136th and 16th by elevating east link.”

Build additional park-and-ride facilities

- “Taking the bus to any of the stations defeats the purpose.”
- “Stevenson residents want a parking station”

136th Ave to SR 520



## Other Comments

The comments in this section represent additional comments provided following the presentation as well as anecdotal comments as noted by staff about participant interests and concerns.

- Concern for perceived impacts to commercial property owners.
- Grade separate 120th and 124th Streets.
- Support for more park-and-ride lots.
- Provide access to light rail stations for residents that live south of the 130th station.
- The 130th Ave station is too close to the 124th St station and there is a significant gap between these stations and the 152nd St station.

# Overlake/Redmond Workshop

*Location:* Veterans of Foreign Wars Hall  
4330 148th Ave NE, Redmond

*Date:* October 12, 2009

*Time:* 5:00-7:30 p.m.

*Approximate Attendance:* 54

## Key Themes

- Support for plans to move alignment along north side of NE 24th to minimize traffic perceived impacts.
- Ensure stations are well-planned and are situated to serve the greatest number of citizens, taking into account access, pedestrian and bicycle needs, as well as parking.
- High-level of interest and ideas about ways to improve pedestrian and bicycle access, particularly from the Overlake Transit Center to the Microsoft campus.
- Consider potential noise and park impacts of proposed alignment.
- Preserve access and consider circulation in, and around, Safeway Store near alignment.
- Interest from public participants for grade separated crossings where possible to maximize the efficiency of travel and minimize perceived traffic impacts.



## **Overlake/Redmond Segment-Wide Comment Highlights**

The comments in this section are representative of the comments provided through the general comment forms, the introductory section of the workbook (pages 5-6), as well as any comments provided on aerial maps and flip charts at the comment station and the Overlake/Redmond Overview workshop station. Comments are organized by topic.

### **Overlake/Redmond Preferred Alternative Alignment**

The Redmond City Council submitted a comment letter expressing support for the mostly at-grade alignment along the north side of NE 24th Street and the west side of 152nd Avenue NE. The Council opposes a fully aerial alignment in Overlake because such an alignment conflicts with Redmond's vision for the 152nd Avenue NE corridor. One comment letter expressed concern about the perceived impacts of an elevated structure along NE 24th on traffic operations.

- *“While an elevated structure along NE 24th would allow automobile flow under the structure, we believe the visual and physical clutter of the crossing at NE 24th and 152nd Avenue NE will restrict traffic operations and further deteriorate intersection function.”*

The Redmond City Council also requested that Sound Transit include the Overlake Access Ramp project in the action alternative, which would provide a direct freeway access ramp from the SR 520/148th Avenue NE interchange to 152nd Avenue NE.

Some participants proposed grade separation to minimize perceived impacts to traffic, maintain access to driveways, enhance pedestrian access and safety, and decrease travel times on the East Link line. Support for a grade separated alignment between 130th Station and Overlake Village Station is demonstrated below:

- *“After 130th Station, quickly transition to elevated before turning onto 136th Place, especially when crossing NE 20th Street, which has fourth highest traffic count in the city. Elevated mitigates impacts to existing businesses and reduces the width of property takings and business access.”*
- *“Elevated tracks preferred. Total travel time does not provide incentive to choose train over car.”*
- *“For Redmond, the line needs to be “aerial” so that it does not cut Redmond downtown into half (again).”*
- *“Overlake Village Station being at grade doesn’t make sense. It will cause a lot of traffic congestion. It should be elevated.”*

Several participants commented in support of the Sound Transit Board's proposal to move the alignment to the north side of NE 24th.

- “*Support alignment along north side of side of NE 24th.*”
- “*Locating the alignment on the north side of NE 24th rather than the south side reduces impacts to traffic operations.*”

Participants made other suggestions to improve the function of the light rail alignment.

- “*Move line to the east side of 152nd and remain elevated along NE 24th and 152nd Avenue NE.*”
- “*Stay with preferred alignment between 148th to 152nd.*”
- “*How will the alignment between NE 24th to SR 520 impact east-west traffic on 40th?*”

### **Station Access and Location**

Several participants commented about access to planned stations, the location of existing stations, and placement of future stations.

- “*A station location close to NE 24th Street is ideal since it is central for serving people in Overlake Village as well as portions of the Bel-Red corridor just east of Overlake.*”
- “*Station on Group Health’s vacant land is adjacent to park and ride, preserves existing businesses and buildings, and provides potential condemnation savings of \$20-\$30 million.*”
- “*Improved drop off location for cars at Redmond Station will be needed.*”
- “*Minimizing station platform distance to NE 40th Street overpass is neighborhood community advantage.*”

### **Environment**

Some participants expressed concern about the project’s perceived impact on noise and plans for future park development.

- “*Concern about noise impacts of line, especially along SR 520.*”
- “*How will light rail impact Redmond’s plan for a new park near the new downtown Redmond station?*”

### **Multi-Modal Connections and Access**

Participants indicated interest in bicycle and pedestrian enhancements, especially at the Overlake Transit Center and the Overlake Village Station. The Redmond City Council identified pedestrian and bicycle access across the alignment from both sides of NE 24th Street and 152nd Avenue NE as a critical need and requested that Sound Transit address the issue as it advances design work on the preferred alternative.

- “*Interest in pedestrian access to Overlake Village Station.*”
- “*We should do all we can to promote bike usage.*”

## **Business and Property Impacts**

A few participants expressed concern about access to the Safeway site at NE 24th Street near 148th Ave NE that may be affected by the proposed alignment.

- “*Preserve access to Safeway, it is key to future residential development.”*
- “*With existing line plans, driveway along 148th to Safeway property has less than 100 feet to cross free right lane, all moving north and accelerating.”*

The City of Redmond expressed concern about the potential increase in the turning radius at the intersection at NE 24th Street and 152nd Avenue NE. Changes to the intersection and access would effect businesses and property owners as well as future plans for the development of Overlake Village.

- “*As Sound Transit refines the preferred alternative, we ask that vehicular and other access be allowed from the PS Business Park property to 152nd Avenue NE at approximately 28th Street.”*

Property owners were concerned about perceived impacts to the Sears property at 2200 148th Ave NE.

- “*An alignment along the south side of NE 24th would require taking a significant portion of the Sears property. The property costs and consequential damages to the remainder of the Sears parcel from such an alignment would be significant.”*

## **Comments by Geographic Area**

The comments in this section are representative of the comments provided at each workshop station, as well as comments provided in the workbooks (pages 7-8), organized by geographic area.

### **148th Avenue NE to 152nd Avenue NE**

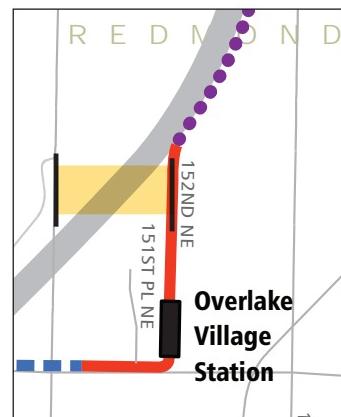
Interest in parking access and availability.

- “*Will there be any parking here?”*

Grade separate alignment between 148th and 152nd to avoid traffic impacts.

- “*Why not all aerial (148th to 152nd)? Already elevated east of 148th. Driveways can be maintained.”*
- “*The traffic on NE 24th and 148th is already terrible. Please elevate the light rail line to avoid making it worse. I drive through it every day.”*
- “*Support north side of NE 24th and aerial treatment-addresses congestion. Support at-grade at NE 152nd. Helps pedestrian access.”*

148th Ave NE to 152nd Ave NE



#### NE 24th St to SR 520



#### NE 24th Street to SR 520

Concern for traffic impacts in the area.

- “Will this impact traffic (east-west) on 40th?”

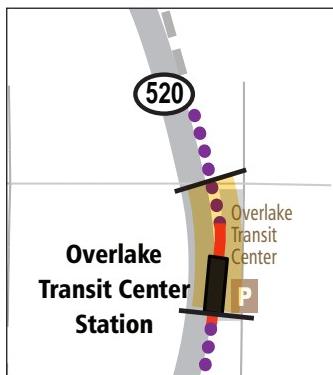
Propose grade separated alignment.

- “Would like elevated until past station.”

Interest in station access and location.

- “Consider station on south side of NE 24th. It is more centrally located with ¼ mile radius.”
- “Interest in pedestrian access to station.”

#### Overlake Transit Center

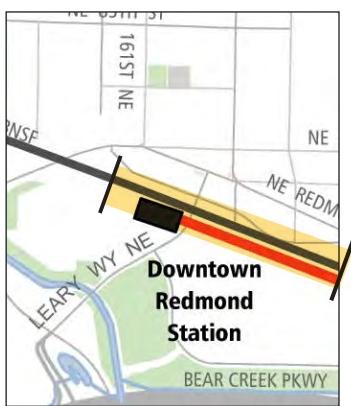


#### Overlake Transit Center

Support for improved bicycle and pedestrian access and facilities in and around the transit center.

- “Cyclists want west to east campus connection.”
- “Bicycle access needed to avoid 156th and 120th.”
- “City of Redmond and Microsoft want bike bridge across SR 520.”
- “More pedestrian-friendly access.”

#### Downtown Redmond Station



#### Downtown Redmond Station

Consider pedestrian needs and plan for future connections and facilities.

- “Consider underground pedestrian tunnel between downtown Redmond Station and Redmond park-and-ride/Redmond Transit center (bus).”
- “Need better pedestrian connection in the area-should be planning out taking this and other efforts into consideration.”

Improve the efficiency of the alignment with a more direct route and grade separated tracks.

- “Elevated tracks preferred-total travel time does not provide incentive to choose train over car.”
- “Why does alignment cross Marymoor Park-seems a more direct connection to downtown Redmond makes more sense (higher ridership, better use of funds).”

# Additional Comments

The following section highlights the feedback received by email or mail during the comment period following the workshops. These comments do not reference a specific meeting but provide general feedback. Comments are organized by topic and transcribed comments are italicized below to highlight the tone of the feedback received.

Mercer Island will be negatively impacted by the construction of East Link.

- *“Mercer Island will suffer heavily from this project. Negative impacts include construction disruptions, loss of express lanes, increased traffic, noise, overuse of Mercer Island park-and-ride, destruction of the Mercer Island business district.”*
- *“To reduce the increased traffic caused by light rail, two more light rail stops should be added East and West Mercer Way.”*
- *“Increase bus service, 202 and 205, should be increased by 30 runs per day. Along with the increased service, funding for direct marketing of this service should be started.”*

Opposition to at-grade alignment.

- *“I am completely opposed to a ground level system that is interfacing with traffic, roads, peds...If a system is not hindered and intersecting with traffic, etc. I will use the system all the time.”*
- *“One critical place of concern for me is downtown Bellevue. Your system is doomed if you have at-grade transportation here.”*

# Next Steps

The community feedback provided during the neighborhood workshops is important to Sound Transit and regional decision-makers. Sound Transit will weigh this feedback, along with cost, ridership, service quality, environmental impacts, land use impacts, and service efficiency. The East Link project team also plans to continue outreach efforts by scheduling community briefings, hosting community open houses and providing ongoing project updates through the mail, e-mail, and website.

Sound Transit is also preparing a Final Environmental Impact Statement that will be published in late 2010, which will evaluate the preferred alternative and other alternatives from the Draft EIS. After the Final EIS is completed, the Sound Transit Board will make a final decision on the project alignment and stations locations.

In order to address frequently asked questions raised during the workshops, Sound Transit will update the East Link website to answer these and other questions we hear from the public. We are always interested in hearing your thoughts about the East Link project!

## Contact

Please submit comments or questions to:

Katie Kuciomba, Community Outreach Specialist  
(206) 398-5459  
[katie.kuciomba@soundtransit.org](mailto:katie.kuciomba@soundtransit.org)  
401 South Jackson Street, Seattle, WA 98104

For information in alternative formats, call: TTY: Relay: 711  
or [e-mail accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)

## Appendix A:

### Workshop Attendees

## **Overlake Workshop Attendees**

Mike Hubbard, QHC Captstone Partners	Jeremiah Cox
Dave Baubs	Jim Stanton, Microsoft
Marion Kee	Jessie B Cabella, Gary Struthers Associates, INC
Kathy Rockwell	Kris Ligeblad, Perteet, INC
Bente Dalley	Brian Sperry, HNTB
John Strick	Jason Long, Landau Associates
Willie Shen	Agency Attendees:
Chris Curry	Lori Peckol, City of Redmond
Dave Edson	John Marchione, City of Redmond
Angela Wingote, Puget Sound Energy	Terry Marpert, City of Redmond
Peter Smith, HNTB	Joel Pfundt, City of Redmond
Aaron Rosenfeld	Tricia Thomson, City of Redmond
Marcie Maxwell	David Marley, City of Redmond
Jeff Finn	
Craig Dalby	
David Leard	
Jared Moore	
Andrew Villenene, WPI	
Richard Cole	
Jake Bond, VFW	
Brad Chelllew	
Frederick Wumsly	
Michele Robbins	
Bill Beye, Abby's Restaurant	
Tom Hinman	
Todd R Woosley, Woosley Properties	
Alan Whitney	
Phil Roe	
Andrea Horsley	
Eric D Nickols, Nickols Realty, LLC	
Randy Bannecker, Sears	
Maria Balsamo	
Ryan Conger, Sears	
Mandi Roberts, Otak, Inc	
Max Maginness	
Jennifer Edson	
Holland Guldberg	
Dana Carlisle, GEO Engineers	
Rob Beardly	
William T Beye, Beye Realty Corp.	
Rob Gorman, HDR	

## South Bellevue Workshop Attendees

Sherwin Lee	JL Komorowski
Jessica Powers, Wright Rinstad & Co	Michael Marchand
Margaret Albin	Nancy LaCombe
Joy Mcnally	Mary C Smith
Matt Leber	Bill Labord
Charles Fisher	Suzanne Stork
Geoff Bidwell	Ron Bennett
Betina Finley	Sarah Riley
Karen Cannon	Steve Omoto
Laura Fox	Calvin Doss
Erin H Powell, Bellecrest Neighborhood Association	Brenda Doss
Hans Gundersen	Melvin Rae
Sal Dizon	Jim Britt
Paula Beatle	Martin Paquette
Ron Kinoshita, HDR Engineering	Dennis Neuzil
Carolyn Saxegaard	Michael Kattermann, City of Bellevue
Janet Lewine, Bellevue PCD	Dorothy Scott
Shirley and Jim Stone, Bellefield Park	Dave Russell, ST COP
Bob Lindberg	Paul Inghram, City of Bellevue
Heather Trescases, Eastside Heritage Center	Carl Stark
Barbara Eisentsein	Sandy Leach
Karen Klott, Eastside Heritage Center	Liz Baxter
Angela Wingate, Puget Sound Energy	Paul Sweum, Top Hat Word and Index
Kent Breidenstein	Ray Blok
Marge Boothe	Jim Rostrirocca
Robert Rosell	Brian Gardner, HDR Engineering
Jeremy Grotbo	Stacie LeManc Anderson, Surrey Downs
Rober McMains	Sydney and Kevin Paulich
Marg McMains	Scott Lampe, Surrey Downs
Steve Mause	Deborah Lelinski, Surrey Downs
Margaret Nicoll	John LuDwisa, Surrey Downs
Clark Powell	Brad Bowman
Mark Allen	Jeffrey Hammod, Surrey Downs
Sandi Johnson	Tim Gould, Sierra Club
Joan St. Marie	Jannine McDonald, Brookshire HOA
Amy Sirr	Paul Martin
Sal Dizon	Teresa Bowman, Brookshire HOA
Deb Harrell	Christie Hammod, SDEC
Reiner Decher	Francais Larriree
Jan Miller, Holly Tree Lane Association	Susan Ilvanakis
Audrey Alexander	Todd Woosley, Realtors
Jennifer Tada	

Patti and Adam Stephenson  
Vicki Orrico, Orrico for Bellevue City Council  
Greg Tausheck, GHD  
Donna Neely  
Jason Lu  
Warren Scholl  
Jeff Lundstrom, Perteet  
JL Komorowski  
Michael Marchand  
Nancy LaCombe  
Reneay Bennett, Bellecrest  
Giovanni  
Kevin Wallace  
Christine Baker, Brookshire Condos  
Peter Marshall  
Tim Willmoth  
Bill Popp

Agency Attendees:  
Michael Kattermann, City of Bellevue  
Jay Hummel, City of Bellevue

## **Bel-Red Workshop Attendees**

Fred Glick, CDM	Peter Deboldt
Calvin Wang	Everett Phillips
Rayma Norton	David Bergman
Angela Wingate, PSE	Ron Boundy
Tom James	Ann Dunlap
Davis Elliot	Lisa Anton, Bellegrove OB/Gyn
Barb Congleton	Keri Stout, Bellevue Family YMCA
Barb and Steve Williams	Andre Vachon
David F Plummer	TJ Woosley
R Batr	Ryan Vanduel, Park Place LTD
James Bergman	Barry Chernick
Kris Loljeblad	Peter Montgrey
Ken Schiring, Sherwood Forest Community Club	Karissa Kawamoto
Butch Bockmien, Park Place LTD	Ron Kinoshite
Pete Perkins	Jeff Finn
Andrew Austin, TCC	Betsy Hay
Martin Evons	Tim Hay
Glenn W Christy	Lon Towner
Rob Gorman, HDR	Victor Salemann, David Evans and Assoc
Todd R Woosley, Rosen Properties	Jo Scott, Highlands East 2 HOA
Gregory Heinz, Aecom	John Zeman, URS
Betty Spiehl	Agency Attendees:
Mitch Nudelman , Bellegrove OB/Gyn	Leon L Hall, City of Seattle
Cori Gunkel, Mortenson Construction	Kevin McDonald, City of Bellevue
Hal Scott	Rick Logwood, City of Bellevue
Russell, RBJK Ventures	Phil Harris, City of Bellevue
Nate Larson	
Bob Williams	
Elizabeth Hall	
Zach Gray, KPFF	
LeAnn and David Santillanes	
Pong Jongjirat	
Lauren McGhee	
Steve Corley	
Brian Staples	
Bob Steranoff	
Yves Neyrand	
Matt Hoffman	
Scott Hall, Pine Forest Properties	

## Downtown Bellevue Workshop Attendees

Danielle  
Stuart Kolodner  
Patrick Matogh, Whisper Wall  
Todd R Woosley, Boma/Realtors  
Craig Dalby  
Steve Sarkoy  
Ron Douglas  
Austin Dave, COP  
Amy Faile  
Simon Tan  
Debbie Harris, DCI Engineers  
Roger Heeringa, DCI Engineers  
Dwight and Mary Schrug  
Jessica Powers, Wright Rusntad & Co  
Jared Moore, Jacobs Engineering  
Robert Scheuetman, Eastside Rail Now!  
Darlene Bruner, Eastside Rail Now!  
Aaron Morrow  
Angela Wingate, Puget Sound Energy  
Marcus Sharpe  
Terry Barr  
Georgine Foster  
Cathy Jeffers  
Ed Pollan  
Juna Ritter  
Steve O'Donnell  
Phil O'Dell,  
Dan Miller  
Hal Scott  
Jim Stanton, Microsoft  
Tim Boesch, Wilbur Smith Associates  
Jennifer Robertson, Bellevue  
Peter Smith, HNTB Corp.  
Fred Glick, CDM Inc  
Laura Wise, Villa Firenze  
Bonnofsky  
Barry Chen, Hart Crowser  
David Prokopy  
Kurt Lutterman  
Sherwin Lee, Seattle Transit Blog  
Jim and Patty Britt  
Daniel Warwick, NPI  
Suzanne Parker-Dixon, Bellevue OB/GYN  
Paul Tefft  
Valorie Vaughn, Wallace Properties  
Mark Craig, Henbart LLC  
Brian Gardner, HDR  
Lori Furrin, FLT Consulting  
Brian Staples  
Henry Friedman  
Brett Simpson  
Bob Buehrer  
Jason Williams  
Reicker Decher  
Jay Aadsall  
Tessa Greegor, Cascade Bicycle Club  
Victoria Williamson, Surrey Downs  
G.Bonnofsky  
Jorge Gonzalez, Barrier Motors  
John Hemplemann  
Nancy LaCombe, COB  
Clark Frazier  
Debbie Claypool, Kiewit Pacific Co.  
Howard Katz, Bellevue Network  
David Knowles  
Mel Roberts, Kent Bicycle Advisory Board  
Mark Krans  
Ron Kinoshita, HDR Engineering  
Ann Breese  
Ray Morris, Sunset Community Assoc.  
Robert Smith, Self  
James Howell  
Patti Wilma, COB  
Paul Benler  
John Wise, Villa Firenze  
Cittoople  
Alan Whitney  
Allison Jones Robinson, HCMP  
Villa Bearko, Villa Firenze  
Sal Dizon  
Mena Dizon  
Bob MacMillan  
Greg McKnight, HDR  
Jeff Lundstrom, Perteet  
David Clinkston, Clinkston Brunner Architects  
Jim McBeath

Marsha Ruttkamp, Villa Firenze  
Phil Miller  
Todd Hinman  
David F Plummer  
Nelson Chen  
David Wiggins  
  
Dennis Neuzil  
Patrick Bannon, BDA  
Donna Hardwick  
Wilson Geegh  
Phillip Word, Trammell Crow Company  
Tom Ruttkamp, Villa Firenze  
Grovanni I  
Randy Bannedka  
Chris Stack  
Keibun Mori, UW Evans School of Public Affairs  
Frank E Everett  
Karen Cannon  
Jim Cannon  
Ken Trash  
Josh Benaloh, ST-COP/Self  
John Ludwick, Fitch and Ludwick  
Jack Whisner, KCMT  
Kris Betty, KBA  
Steve Kinney  
Glenn W Christy  
Samir Chudger  
Mike Cechvala  
Jacob Allen  
Steve Omoto  
Paul Sweum, Top Hat World & Index  
Robert Bensussen, Lexington Pacific  
Frances and Richard Edgar  
Manuel Soto, Nelson Nygacord  
Jacqueline Grow, INCA Engineers  
Dennis Morford  
Betsy Blackstock, Surrey Downs  
Jeremy Grotbo, First Hill 98122  
Tim Hunt, Bellevue Chamber  
Jeffrey A Hirsch  
  
Shefali Ranganathan, Transportation Choices  
Rich Tait, ETA  
Doug Engle, GNP RLY  
Dan Lewis, Paccar  
Tom Jones, Cascadia  
Peter Ritter  
Debra Simmonds, Gunshy Ridge Homeowners Assoc.  
William Bonner  
Mike Stanek  
Daniel Yek  
Michael Liu  
  
Reicker Decher  
Jeffrey Holden  
Jiamym Chen  
Xiaohui Xi  
Jeff King  
Kris Liljablad, Perteet Inc  
Michael Archer  
Rebecca Sears  
Tracy Krawzyk  
Walter Wong  
  
Agency Attendees:  
Claudia Balducci, City Council  
Doug Matheus, Bellevue Planning Commission  
Janet Lewine, City of Bellevue PCD  
Mike Katterman, City of Bellevue  
Forrest Gillette, Sound Transit  
Pat Sheffels, Bellevue Planning Commission  
Zorba Conlen, City of Bellevue  
Kevin O'Neill, City of Bellevue

## Appendix B:

# Workbook and Comment Form Transcriptions

All comments in this section represent transcribed comments from workbooks and blank comment forms received at the workshops or submitted by mail between October 12 and December 14, 2009. The comments were reviewed and transcribed by staff, with a second reviewer to double-check the accuracy of transcriptions. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

## **Overlake/Redmond Workshop Comments:**

### **Workbooks**

#### **1. What are your comments regarding the East Link project?**

Exciting enhancement.

#### **2. As Sound Transit refines the preferred alternative in Overlake and Downtown Redmond, what should Sound Transit consider?**

Please don't make lanes on I-90 too narrow. Really small shoulders make bridges scary to drive over for some.

#### **4. Are there unique access needs in Overlake or Downtown Redmond that Sound Transit should be aware of?**

##### **Pedestrian/bicycle access?**

We should do all we can to promote bike usage.

##### **148<sup>th</sup> Ave NE to 152<sup>nd</sup>**

Will there be any parking here?

##### **NE 24<sup>th</sup> St to SR 520**

Will this impact traffic (E-W) on 40<sup>th</sup>?

Name: Anonymous

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### **Overlake Preferred Alternative Map**

Overlake Village station – This being at-grade doesn't make sense. It will cause a lot of traffic congestion. Should be elevated.

### **Downtown Redmond Station**

Must be elevated. Ok – provide two stations at both ends of Redmond (this is good?) This line is needed now as Redmond is the feeder area for Woodinville, Duvall, etc. etc. The segment through Downtown Redmond must be aerial (elevated) construction (NOT at grade) so that Redmond Downtown traffic flow isn't constantly interrupted (in peak hrs) Allowing train once per 5 min ie 12 traffic interruptions per hour! Not good.

#### **1. What are your comments regarding the East Link project?**

Fully support it, only 15 years too late! Why does it take until 2013 to start construction (it is now Oct 2009) Redmond Segment E needs to be funded now.

#### **2. As Sound Transit refines the preferred alternative in Overlake and Downtown Redmond, what should Sound Transit consider?**

Making the Redmond segment an actual funded segment that will be in-service in 2020.

#### **3. What are the important neighborhood characteristics Sound Transit should consider?**

For Redmond, the line needs to be "aerial" so that it doesn't cut Redmond Downtown into half (again!)

#### **4. Are there unique access needs in Overlake or Downtown Redmond that Sound Transit should be aware of?**

**Station access?**

Improved road drop off locations for cars at Redmond Station will be needed.

**Pedestrian/bicycle access?**

Underground tunnel between Redmond Station and Redmond Transit Center.

**Downtown Redmond Station**

Consider underground pedestrian tunnel between downtown Redmond Station and Redmond park-and-ride/Redmond transit center (bus).

Name: Brad Chellen

---

## **General Comment Forms**

The I-90 Route was determined 33 years ago. Is it still the best? Light rail on 520 instead?

Name: Max Magennese

---

Very well organized – thank you!

Name: Anonymous

---

Please elevate light rail along 24<sup>th</sup> from 148<sup>th</sup> to 152<sup>nd</sup>.

Name: Anonymous

---

If the purpose is to move people and reduce traffic congestion skip downtown Redmond station and follow 520 to the end as about 2000 people from MSFT work down there.

Eminent domain?

Name: Anonymous

---

Blank comment form was submitted with following name: Bill Beye

## **South Bellevue Workshop Comments:**

### **Workbooks**

#### **Preferred Alternative Map**

Elevated tracks will tower over surrounding homes north of SE 8<sup>th</sup> to Surrey Downs Park-what are you doing about 1) Sound impacts (noise)? 2) visual blight?

Impacts on homes on west side of 112<sup>th</sup> Ave SE will be devastating!!!

Name: Anonymous

---

#### **Preferred Alternative Map**

I would prefer to see the light rail line positioned as closely to Bellevue Way as possible. Extending the I-90-112<sup>th</sup> Street line out into Mercer Slough would significantly reduce the recreational and aesthetic value of the slough. A transportation corridor should be constrained as much functionally possible to leave remaining land available for alternative uses (such as recreation).

### **Key Features:**

#### **I-90 to 112<sup>th</sup> Ave SE**

Also for this section (see earlier comments), pedestrian/bike services along Bellevue wAy are limited as it is. Adding a light rail line in that area could further diminish these services. AT the same time even more pedestrians' cyclists may want to access the South Bellevue Way light rail station, further exacerbating the situation. Enhanced ped/bike facilities should therefore be included in the development.

#### **SE 8<sup>th</sup> St to Main Street**

Concerned about significant impact on wetlands and riparian area (Sturtevant Creek)

Name: Anonymous

---

#### **Preferred Alternative Map:**

Along this alignment: preserve existing bicycle facilities and join City of Bellevue in funding need bicycle facility improvements (Bellevue Way; 112<sup>th</sup> Ave)

See my comments/suggestion (next pages) for alignment options I believe should be tested/fatal-flaw analyzed, and the results presented to the public and city staff/council of Bellevue.

#### **1. What are your comments regarding the East Link Project?**

A surface alignment in downtown Bellevue would be a disaster! Only a tunnel and/or aerial alignment can serve the needed accessibility, reliability, level of service & safety both for LRT operations, and motor traffic circulation (local & regional/405 access). Find the money using stage development if necessary (i.e. defer the downtown to Overlake link, if necessary!!)

**3. What are the important characteristics in Downtown Bellevue that Sound Transit should consider? (i.e. consider school bus routes along \_\_ street, pedestrian connections at \_\_ location)**

- Noise and visual impact minimization
- Accommodate peds & bickes along the route and crossing the route
- Avoid at-grade crossings of streets

**4. Are there unique access needs in Downtown Bellevue that Sound Transit should be aware of?**  
Give paramount attention to non-motorized and surface transit (including school buses) movements and circulation.

**On Bellevue Way?**

- Winters House
- Mercer Slough farmer stand

**On or near 112<sup>th</sup> Avenue SE?**

- Open space existing along Bellefield and light

**I-90 to 112<sup>th</sup> Ave SE**

Develop and evaluate a below-grade alignment along most of Bellevue Way segment, with open depressed x-section, or cut and cover, or combo. Evaluation should particularly emphasize noise, visual impacts, sensitive areas/wetlands, and cost. (Swing alignment further east if necessary to test this alignment option).

Accommodate bicycle traffic safely along Bellevue Way corridor.

**112<sup>th</sup> Ave SE to SE 8<sup>th</sup> St**

Develop and evaluate a depressed alignment option here, as I've suggested also for "I-90 to 112<sup>th</sup> Ave SE" Segment (please see previous page).

**SE 8<sup>th</sup> St to Main Street**

East Main Street Station: This station would seem to have little usage-is far from office/commercial core, not particularly well-served by bus route network-consider dropping this station (or deferring it as a longer-range potential option) and instead use the \$ savings for an additional central downtown station or other improved accessibility to the ST link line between Main and Overlake hospital.

Name: Anonymous

---

**Preferred Alternative Map:**

- 1) Add park and ride at all stations except downtown
- 2) Combine stations at 124<sup>th</sup> and 130<sup>th</sup> into one w/ large park and ride

Name: Anonymous

---

**Preferred Alternative Map:**

This route is not the preferred route by the residents of Bellevue, who recently elected now Bellevue City Council members who agree the preferred route is B7 along the Burlington Northern rail bed parallel to I-405.

**1. What are your comments regarding the East Link Project?**

I want East Link but not up Bellevue Way: Too much environmental impact to wetlands. Risk of potential lawsuit, expense with Winters House historic preservation, too much potential interaction impact with vehicle traffic accessing South Bellevue office park.

**2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider? (i.e. consider school bus routes along \_\_ street, pedestrian connections at \_\_ location)**

Noise impacts with anything elevated. Accident propensity with vehicles and animals. At grade an issue along 112<sup>th</sup> and parts of Bellevue Way due to potential harm to pedestrian, animals, and vehicles. Noise impact severe if elevated.

**3. Are there unique access needs in Downtown Bellevue that Sound Transit should be aware of?**

Pedestrian access along South Bellevue Way and 112<sup>th</sup> Ave. Route impact to Winters House. Pedestrian access across 112<sup>th</sup> of Bellevue Way. Loss of greenscape and old growth vegetation.

**4. Are there unique access needs in Downtown Bellevue that Sound Transit should be aware of?  
On Bellevue Way?**

- On Bellevue Way?**

Access to the Blueberry Farm and Winters House

- On or near 112<sup>th</sup> Avenue SE?**

Bellfield Office Park access on 112<sup>th</sup>.

- Pedestrian/bicycle access?**

Safe sidewalk access along South Bellevue Way and 112<sup>th</sup> Ave currently P&R is commute site only.

- I-90 to 112<sup>th</sup> Ave SE**

South Bellevue P&R limited by the amount of traffic using South Bellevue Way already. Adding more parking to the P&R will only limit and impede congested traffic further on Bellevue Way. As a historic preservation issue, the Winters House cannot be relocated to an equivalent site in a nearby/appropriate neighborhood. The land doesn't exist. Elevated trains to noisy, at grade are too dangerous and too close to pedestrians and vehicles and animals. Who supplies the electrical for light rail? Is this a cost billed to municipalities or is Sound Transit electrical and expense to the transportation entity.

- 112<sup>th</sup> to SE 8<sup>th</sup> St**

Winters House relocation or historic preservation legal issues. Access to Bellfield Business Park and pedestrian safety along 112<sup>th</sup> Ave is an issue.

- SE 8<sup>th</sup> St to Main Street**

Straightening alignment means running the route along I-405 not up 112<sup>th</sup> Ave and then

demolishing two major office buildings in the path.

Name: Anonymous

## General Comment Forms

- Please consider adding light rail to the new SR 520 bridge.
- Light rail on I-90 bridge will remove two lanes of traffic being used by vehicles. I suggest adding another bridge...but this would require new tunnels on each side, which would be very costly. Population projections are increasing, so it will be good to provide more mass-transit options.

Name: Joe Fielding

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Prefer P&R "East" alignment-it buffers the train station from the residents with the parking garages-very smart. I realize the garages can be designed aesthetically pleasing.

Please design P&R garage so more floors can be added in the future-1,400 spaces are not going to be enough. Also, please provide plug-in stations for electric vehicles.

Name: Anonymous

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Very excited to see an alternative to the 12<sup>th</sup> Street alignment in downtown Bellevue. The new 6<sup>th</sup> Street alignment will have much less impact on Bellevue neighborhoods and traffic. Please keep the option in focus.

Name: Karen Cannon

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South Bellevue park and ride is built on fill in a wetland and would never be built with today's environmental regulations.

2-story Bellefiled Office park is also built on fill in a wetland, each year must utilize pumps for flooding.

Name: Dorothy Scott

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Really like the eastern alignment coming off I-90 then behind the South Bellevue Garage then below Bellevue Way along east side of roadway. Am not a fan of the BNSF alignment and am glad the board realized the ridership penalty of it.

I think at at (or below) grade crossing at Bellefields would save money and work just fine, Bellefields does have an alternative access from SE 8<sup>th</sup> anyway.

I don't like the location of the East main station nor the lack of parking there. It needs to be moved south to serve the SE Bellevue neighborhoods (e.g. Woodridge) and would permit the use of the existing park and ride (walking distance, not co-located).

Name: Mark Allen

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We support the B7 alignment. B7 will have a more direct link to Issaquah. Choosing B7 would not impact

Winters House. Using B7 and the BNSF right of way removes construction impacts from Bellevue Way. B7 has only one curve - eliminating noise.

Access to the SE 8<sup>th</sup>/405 area station could be a more multi-modal access location.

Name: Carolyn Saxegaard

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Thank you for offering the South Bellevue Workshop on 10/14/09. Paul Cornish was very helpful in answering my questions with respect to comparing the mod B3 route along 112<sup>th</sup> to SE 8<sup>th</sup> versus the no longer preferred B7 route. Sound Transit will hopefully acknowledge that the many changes along SE 118<sup>th</sup> such as permitting the property across from Greenbaums to put up a Storage Rental business as well as the WSDOT sound wall & I-405 strage all would impact the costs associated with B7, if it were reconsidered.

Name: Anonymous

## **Bel-Red Workshop Comments:**

### **Workbooks**

#### **Bel-Red Preferred Alternative Map**

1. Eliminate 130<sup>th</sup> Ave NE station; put P&R facility at 124<sup>th</sup> Ave NE station. 2. Revise configuration to be at-grade from 124<sup>th</sup> Ave to Overlake Village station. 3. Eliminate "downtown Bellevue" alignments along 108<sup>th</sup> Ave NE and 110<sup>th</sup> Ave NE. Transfer N/S alignments to 112<sup>th</sup> Ave NE. 4. Eliminate NE 16<sup>th</sup> route through Bel-Red area; align new route north parallel to I-405 to approximately SR-520; run line at grade along SR 520 to Overlake Village Station.

#### **1.What are your comments regarding the East Link project?**

#### **2. As Sound Transit refines the preferred alternative in Bel-Red, what should Sound Transit consider?**

Eliminate route through Bel-Red area along NE 16<sup>th</sup>.

#### **3. What are the important neighborhood characteristics Sound Transit should consider?**

#### **4. Are there unique access needs in Bel-Red that Sound Transit should be aware of?**

##### **Station access?**

No

##### **Pedestrian/bicycle access?**

No

##### **I-405 to 120<sup>th</sup> St**

Turn route north at approximately 112<sup>th</sup> Ave NE

##### **120<sup>th</sup> St to 124<sup>th</sup> St**

Eliminate this route and station

##### **124<sup>th</sup> St to 136<sup>th</sup> St**

Eliminate this route/station

##### **136<sup>th</sup> St to SR 520**

Name: David F Plummer

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#### **Bel-Red Preferred Alternative Map**

Don't forget tourists. Hotel guests on 24<sup>th</sup> Ave NE need connection to train. Why will this take long, 12 more years when stimulus dollars have only 3 years? Avoid at-grade.

#### **1. What are your comments regarding the East Link project?**

#### **2. As Sound Transit refines the preferred alternative in Bel-Red, what should Sound Transit consider?**

**3. What are the important neighborhood characteristics Sound Transit should consider?**

Pedestrian access to connector. The [illegible word] Overlake Transit Center is horrible.

**4. Are there unique access needs in Bel-Red that Sound Transit should be aware of?**

**Station access?**

Trains must run even on snow days.

**Pedestrian/bicycle access?**

**I-405 to 120<sup>th</sup> St**

Important stop for hospital personnel and visitors, if not patients.

**120<sup>th</sup> St to 124<sup>th</sup> St**

Regional stores are destination stops, such as today's Bellevue Center.

Name: Anonymous

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## **General Comment Forms**

As regards the Ashwood station, if it remains and you don't go with the preferred C9T then I would recommend putting the station further east and at grade with a cut and cover under 116<sup>th</sup>. This would alleviate the 116<sup>th</sup> crossing issue and I would think be less unsightly. Also could then put under NE 12<sup>th</sup> pedestrian access the Overlake Hospital to improve access and increase safety at NE 12<sup>th</sup> crossing. Also much more direct for travelers to get from station to the hospital. Also appreciate and favor saving the Commons building.

Name: Mitch Nudelman

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The Overlake village station is hard to get to if west of 148<sup>th</sup>. The street is hard to cross for pedestrians. Suggest either moving station west so it better serves both sides of 148<sup>th</sup> or add pedestrian bridges.

Ideal, no expense spared, option would put the station underneath 148<sup>th</sup> in a tunnel so pedestrians could access the train from an entrance on the SW corner of NE 24<sup>th</sup> and 148<sup>th</sup> (Sleep Country) as well as from NE corner (B of A/Safeway).

Name: Steve Corley

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I am a big supporter of light rail. However, having any section of it at grade on city streets seems backwards, short-sighted, and prevents me from supporting the project. The Phoenix light rail system which opened earlier this year is having an extraordinary number of incidents due to being at-grade. There's been already a couple of incidents on the MLK line. Cities like Honolulu are going elevated only because of this. Being at-grade creates a huge public safety hazard and will impact traffic tremendously. I don't think this is worth doing unless it is entirely underground and elevated (In combination) and only at-grade on freeway corridors.

Name: Anonymous

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A blank comment form was submitted by Calvin Wang

## **Downtown Bellevue Workshop Comments:**

### **Workbooks**

#### **Downtown Preferred Alternative Map**

At-grade routes will seriously disrupt the already not good traffic in Downtown Bellevue and therefore affect the businesses in the City. At-grade services will be a lot slower than either a tunnel or elevated because there are stop lights as well as pedestrians that the train has to wait. If a train breaks down in the middle of the intersection, traffic problems will most likely occur.

#### **1. What are your comments regarding the East Link Project?**

Regardless of cost, the project needs to be done correctly the first time. That means ST needs to consider all potential impacts from visual, environmental, traffic, businesses, ridership, then the cost will be last. If there is no money, then don't build a compromised one. A cheaper alternative is not always better, it is only cheaper.

#### **C4A Comments**

As mentioned before, at-grade routes will throw everything off because timing will be too difficult to measure. The train will be affected by: weather, traffic on the road, people on the road, bikes on the road, stop lights, people at the traffic control center, and accidents.

#### **C3T Comments**

This is the best option. Fewer businesses are disrupted and the train is not affected and will not be influenced by the potential problems mentioned above.

#### **C9T Comments**

A cheaper option isn't always a better option. The hospital station is too far from the hospital and it would be difficult for the disabled and elderly to cross the street to get to the hospital. The drawn dotted line would be recommended for further study because fewer impacts will be seen from the business residents and Surrey Downs.

#### **C9A Comments**

This route absolutely makes no sense, plus it's at-grade and is just asking for trouble. City of Bellevue cannot afford to have an at-grade train to run to the center of the city. The at-grade will compete with the buses and cars in town.

#### **C11A Comments**

Why use Main St and 108<sup>th</sup> for at-grade if ultimately all you want is to carry people from the East Main Station to the Bellevue Transit Center?? Why not use the 2<sup>nd</sup> St or 4<sup>th</sup>?? Changes to Main St. will not be compatible with the new design that COB has in mind, that is, a new bike lane and planter along Main St. An at-grade route will not be compatible with COB's comprehensive plan, which calls for a new urban design, and improvements for the streets, particularly Main St.

Name: Anonymous

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#### **Downtown Preferred Alternative Map**

With tunnel funding unlikely problems for the preferred rail link. At the present time NE 10<sup>th</sup> St W of 108<sup>th</sup> Ave NE has a traffic barrier that requires the eventual 100+ renters in the Ashton to exit right or enter

108<sup>th</sup> also to go right to go anywhere. In the mix 30 units at Villa Firenze will live with 100+ 20/10 renters having always go left in the same across the street area. NE 10<sup>th</sup> St is about to open becoming a much more convenient access to the hospitals requiring crossing the at grade rail line.

#### **C9A Comments**

Worth consideration

#### **C11A Comments**

Probably my first choice, but undoubtedly long after I'm around to be paying for it.

Name: Harlan Bruner

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#### **Downtown Preferred Alternative Map**

The worst possible route! Costly and very disruptive to traffic flow.

#### **C9A Comments**

Both C9A and C11A are very highly acceptable – minimum disruption to traffic flow and hopefully less disruptive to traffic flow at the NE 8<sup>th</sup> Street interchange.

#### I-90 Fact Sheet

Comment: You develop 60 + KSL stress in the rail in major storm look at the calcs made by your engineer.

Name: Alan and Mary Smith

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#### **Downtown Preferred Alternative Map**

Right from 4 years ago I predicted Sound Transit would select. All the talk was not productive. I am surprised Surrey Downs got a reprieve – so the neighborhoods in South Bellevue will be blighted but who cares? We do? Construction for 3 years what a prospect! Watch City Council we now have some clout!

The logical route. BNSF corridor highlighted.

#### **1. What are your comments regarding the East Link Project?**

Put it on railroad BNSF.

#### **3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of? Urban blight**

#### **4. Are there any unique access needs in South Bellevue that Sound Transit should be aware of?**

The S. Bellevue neighborhoods.

#### **I-90 to 112<sup>th</sup> Ave SE**

Put it on BNSF! You're crazy! Elevated more noise. Who cares?!

Name: The Smiths

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Attn: Katie Kucimeba  
East Link Light Rail

401 South Jackson Street  
Seattle, WA 98104

Subject: Downtown Bellevue Workshop 11/18/2009 Participant Comments

Dear Katie,

We've enclosed our comments for incorporating into your other inputs. It must have been gratifying to see a good level of interest by citizens and businesses last night.

It's obvious Sound Transit is reaching out to get better alternatives considered for East Link in downtown Bellevue. Thanks for all your great efforts to make it happen.

As most-impacted residents in Bellevue, we firmly believe this will provide a far better result than currently "Preferred DEIS Alternatives," **C4A at-grade or C3T tunnel which are both unacceptable. See workshop comments enclosed.**

Reiterating our email request to Sue Comis and Bernard Van De Kamp, sent this week, we feel Bellevue Managers and City Council/Mayor must now step up to issues of transparency, being upfront on guidelines for success; and work in full collaboration with Sound Transit to get Downtown Bellevue East Link route done right this time.

Here's our request to Sue and Bernard:

Bellevue Council's constituents need to be able to clearly understand the basis for future decisions so Council members aren't held accountable for any "BAD ST" alternatives being selected for East Link. Transparency becomes very important at this point; and it's been unacceptable for many months now. It's time for ST and Bellevue to join the ranks to get a good result.

Bellevue (Planners and Council, together) should move to set out some clear guidelines to help ST come to a workable recommendation for revising currently preferred (but awful) alternative C4A, to create a better FEIS option. If this can be done, it will clear up many misconceptions about Bellevue's part in decision-making for East Link. Examples:

1. Costs for downtown East Link should be within budget constraints that Sound Transit has established. Bellevue is currently in "the red" in its own 10 year CIP budget and cannot afford more taxes for ST supplements.
2. Crossing over NE 8<sup>th</sup> Street downtown will be an unacceptable alternative for East Link. Traffic flows restrictions; and rail transit slowdowns crossing over main E-W traffic flow routes are not an option.
3. Bellevue's planning policies and procedures (specific sections) must be followed by ST for East Link. Stay clear of the types of light rail problems created downtown San Jose, CA.
4. Proceed no more than two (2) good alternatives for FEIS consideration. The modified C4A ending at NE 6<sup>th</sup> St can be one option due to budget constraints. But, finding another workable alternative is advisable and necessary to gain better support and cooperation of businesses, Surrey Downs, and other neighborhood constituents. Transparency is important and critical.
5. Having two rail lines, side by side, at grade in downtown along 110<sup>th</sup> seems problematic, since it does nothing to gain ridership or offer any additional/improved options for transit locations. Also, placing two 90-degree, 100 foot radius turns next to housing neighborhoods (e.g. Surrey Downs,

Ashwood districts) is almost certain to create unacceptable noise and vibration problems for residential areas.

6. Downtown Bellevue needs a "good" transit access to Light Rail. Good access is defined as: "?? Whatever it is"

Please consider how to move this forward. By mid-to end of January, it's all over for our citizen inputs until Final EIS public comments. FEIS could be easy (or very difficult), depending on good planning done by end of this year.

Best regards, Dwight and Mary Schrag\*

\*See formal letter

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### **Downtown Preferred Alternative Map**

This route is a "planning disaster" for downtown Bellevue. See comparison w/C9T attached impacts C4A/C3T not viable. Violates Bellevue Planning policies. Home and City park destroyed. Most unsafe route of all options in DEIS. Blocks traffic flows in downtown area/main route. Will create unacceptable noise for residential areas. Blocks emergency vehicles access to entire at-grade route. Unsafe for pedestrians, residences and vehicles. Creates poor quality living environment for residences and businesses.

#### **1. What are your comments regarding the East Link project?**

Must be done right the first time. Must incorporate learning of Central Link, noise emergency and safety risks to pedestrians and vehicles. Good planning (take time now) will provide best results for tax payers and cities.

#### **2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider?**

See attached (5 page) summary. See attached comparison between C9T and C4A/C3T (one page).

#### **3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?**

Bellevue Downtown Association (BDA) has done most comprehensive future look at growth, access, need for "excellent" ways to get ridership to current and future/planned businesses/buildings. Work more closely with BDA.

#### **C9A Comments**

Best option to minimize costs. Same excellent benefits as C9T. Negatives: Cross NE 4<sup>th</sup> St will require an overpass for vehicle movement. This is already congested with heavy traffic.

#### **C11A Comments**

Poor choice. Many impacts on high-rise residential zone. Will create similar, negative impacts as C4A. Not an acceptable option.

#### **C4A Comments**

Unsafe. Not an acceptable alternative. See 8 major problem areas for C4A/C3T attached. (five pages) See attached (one page) comparison to C9T.

**C3T Comments**

Same as above. See attached comments, 6 pages. Plus, costs almost double despite same types construction problems.

**C9T Comments**

Many positive design features. Best alternative. Too costly. Best location for hospital station. Good access to bus transit center. Good location for downtown business ridership.

Name: Dwight and Mary Schrag

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**Downtown Preferred Alternative Map**

See my comments on page 5. Future urban costs are far higher than present savings. Pennywise and pound foolish.

**C4A Comments**

Penny wise – pound foolish! This will kill downtown traffic. Think about what will happen to traffic on 8<sup>th</sup> street. It is bad enough right now. The future urban costs will be far higher than the upfront costs.

**C3T Comments**

Best alternative but upfront costs...

**C9T Comments**

Good alternative with the lowest future impact.

**C9A Comments**

Still kill downtown traffic. Future costs are bad.

**C11A Comments**

Still kills downtown traffic. Future costs are bad.

Name: Anonymous

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**1. What are your comments regarding the East Link Project?**

See specifics.

**2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along \_ street, pedestrian connections at \_ location)**  
Speed of trains. Access to Bellevue TC and hospital.**C4A Comments**

Access to hospital is pretty poor. If people have to walk across 12<sup>th</sup> along 116<sup>th</sup> then into hospital complex. At grade in Bellevue would be a traffic disaster. Look at the downtown Portland experience.

**C3T Comments**

Hospital access (see above). Hospital access is better but crossing 116<sup>th</sup>

**C9T Comments**

Hospital access is better but crossing 116<sup>th</sup> needs a pedestrian friendly way into hospital.

**C9A Comments**

How many traffic lights will trains have to stop at? Better than C11A below if access to existing and unmolested transit center can be made friendly and easy.

**C11A Comments**

Too many traffic lights (same as above). This involves costly and unnecessary reconstruction of Bellevue. T.C.

Name: Anonymous

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**Downtown Bellevue Preferred Alternative Map**

1. Run the line at grade north/south along 112<sup>th</sup> Ave NE between Main ST. and NE 12<sup>th</sup> St.
2. Eliminate all tunnel & at-grade/elevated sections through downtown.
3. Eliminate "East Main" station. Relocate to 112h NE and NE 6<sup>th</sup> St.

**1. What are your comments regarding the East Link Project?**

1. It is uneconomic, non-cost effective transit. transit mode. East Link should be replaced with bus rapid transit. Do not route East Link through the "Bel-Red Corridor" run line along SR 520.

Name: Anonymous

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**2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along \_ street, pedestrian connections at \_ location)**  
Keep it out of Downtown Area – run line along 112<sup>th</sup> Ave NE.**3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?**

No.

**C4A Comments**

Not required. (Note: Drawing showing 112<sup>th</sup> as preferred route and station location)

**C3T Comments**

Not required; too costly. (Note: Drawing showing 112<sup>th</sup> as preferred route and station location)

**C9T Comments**

Not required; too costly. (Note: Drawing showing 112<sup>th</sup> as preferred route and station location) **C9A**

**C9A Comments**

Not required; too costly. (Note: Drawing showing 112<sup>th</sup> as preferred route and station location)

**C11A Comments**

Not required; too costly. (Note: Drawing showing 112<sup>th</sup> as preferred route and station location)

Name: David F. Plummer

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**C4A Comments**

Major impact to traffic flow. – will add to congestion.

**C3T Comments**

This makes the most long term sense. Better to spend the money now and have a solution that is the best.

**C9T Comments**

Reasonable alternative if funding for C3T cannot be secured.

**C9A Comments**

Would essentially shut down 110<sup>th</sup> – what happens to various parking garages along 110<sup>th</sup>?

**C11A Comments**

Too great of an impact to traffic flow.

Name: Anonymous

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**Downtown Bellevue Preferred Alternative Map**

- A. Tight turn will be very noisy in residential areas.
- B. Balletini has many residents with limited mobility
  - at risk crossing tracks.
- C. Traffic conflicts
  - West bound traffic often fails to clear 108<sup>th</sup>
  - Left turns from 108<sup>th</sup> to 8<sup>th</sup> St often fail to clear. Train will be blocked.

**C4A Comments**

Worst. 12<sup>th</sup> and 108<sup>th</sup> No advantages. All cost.

**C3T Comments \$1,175**

Okay.

**C9T Comments – Best**

Name: Anonymous

**C4A Comments**

This northbound movement from Main to 110<sup>th</sup> can't be done at a 90 degree angle as shown. Keep west side of 110<sup>th</sup> to avoid big impact.

**C9T Comments – \$980 million**

Keep alignment on west side of 110<sup>th</sup> at corner of 110<sup>th</sup> and Main Street to avoid impacts to businesses.

**C9A Comments**

Keep alignment on west side of 110<sup>th</sup> @ Main street (it is underdeveloped, where as the east side has buildings that will be impacted). At grade crossing of 4<sup>th</sup> will further tie up traffic at an already difficult intersection.

**C11A Comments**

108<sup>th</sup> is better than 110<sup>th</sup> for double tracks.

Name: Anonymous

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**C4A Comments**

Problem: Safety/congestion/pedestrians. Right now buses are unbearable. In trouble, increased noise, vibration to residential building, destroyed park (NE 12<sup>th</sup>) destruction of beautiful improvements (Streetscape) along 108<sup>th</sup>/110<sup>th</sup> from NE 10<sup>th</sup> to NE 12<sup>th</sup>. Ruins lives of elderly populations/ Belletini and (noise-safety) surrounding buildings.

**C9T Comments**

Environmentally preferred!! What a idea! Improved safety, preserves 108<sup>th</sup> and 110<sup>th</sup> from being destroyed, safety of autos/pedestrians, reduces congestion and delays. Saves transit center and locations around.

**C9A Comments**

Ditto as C9T. Cheaper.

Name: Paul Benker

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**C4A Comments**

With contra flow, anyone turning onto 108<sup>th</sup> or 110<sup>th</sup> could be blindsided by oncoming trains. Too much impact to traffic. The hospital station is too far away from NE 8<sup>th</sup>.

**C3T Comments**

Tax payers should not be burdened with the additional cost of this option.

**C9T Comments**

This is a great option. Gets it underground along 110<sup>th</sup> to minimize traffic disruptions and is cheaper than C3T.

**C9A Comments**

110<sup>th</sup> is too busy for an at grade run.

**C11A Comments**

Not a bad option – less traffic on 108<sup>th</sup>.

Name: Anonymous

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**1. What are your comments regarding the East Link Project?**

With all the money being collected from the east side, the suggestion that ST cannot afford a tunnel through Bellevue is not believable. Since eastsiders visiting the UW will go by bus over 520 the argument that the eastside should pay for light rail through Seattle is clearly false.

Name: Anonymous

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**C4A Comments**

Way too much impact on traffic flow east and west and residences – access to residences. The C9A and C9T are much better routes.

**C9T Comments**

Good idea to route to transit center and then out of downtown. Way less impact on east/west traffic in Bellevue.

**C9A Comments**

Good use of surface streets. It is okay to not have the transit station for buses and trains at the exact same place.

**C11A Comments**

Avoid impacting 108<sup>th</sup> Ave NE.

Name: Anonymous

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**C4A Comments**

This represents a very bad alternative. Very high accident risk and very disruptive to traffic.

**C9T Comments**

This is a very nice solution but will very capital intensive.

**C9A Comments**

Less desirable than C9T but better than either alternative.

Name: Anonymous

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**1. What are your comments regarding the East Link Project?**

Looking forward to light rail service to Bellevue. Wish there were more stops in downtown especially with the preferred alignment at grade. Wish you came further east up 106<sup>th</sup> or Bellevue Way.

**C4A Comments**

Would rather have tunnel, but at grade doesn't sound terrible. Although given that it's going all the way from Main to NE 12<sup>th</sup> there should be more stops downtown.

**C3T Comments**

Like this if we can afford it.

**C9T Comments**

Would rather have it on 108<sup>th</sup>.

**C9A Comments**

Hospital station behind Whole Foods is too far from the hospital. Rather see it go up 108<sup>th</sup>.

**C11A Comments**

Hospital station (see above.) Given these shorter "at-grade" solutions I would rather have it go on 108<sup>th</sup> than 110<sup>th</sup>.

Name: Anonymous

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### **Preferred Alternative Map**

A split-route plan like this makes for confusion for new riders. How do I know which side of the Transit Center to go to when I want to go in a particular direction? Since the transit center is so long, it will be very frustrating to have to run from one side to the other.

#### **1. What are your comments regarding the East Link Project?**

Needed but perhaps rethink the stops. Add more stops where people actually live.

#### **2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along \_ street, pedestrian connections at \_ location)**

Many residents live along NE 112<sup>th</sup> Ave between 12<sup>th</sup> and 10<sup>th</sup> St. Which stop will they go to? Both are too far?

#### **3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?**

Lots of long traffic light waits. Make sure to rethink these after light rail is in.

### **C4A Comments**

Waste of track, confusing for new riders. Lack of a stop where there is a density of residential units.

### **C3T Comments**

Best Choice. Better will not affect, or be subject to traffic. How about an underground station under 405?

### **C9T Comments**

Serves the fewest residents. Is the hospital really something transit should go to like this?

### **C9A Comments**

Serve no one-residents, but does avoid traffic.

### **C11A Comments**

Same as above, but will probably cause too much traffic. Landing in the transit center is good though.

Name: Anonymous

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### **Preferred Alternative Map**

This alternative interferes with traffic too much.

#### **1. What are your comments regarding the East Link Project?**

Sections C, D and E should be constructed as soon as possible. To give an alternative to the current bad traffic.

### **C4A Comments**

This alternative impacts traffic too much.

### **C3T Comments**

This is more than needed-too expensive.

### **C9T Comments**

This is a better alternative. The hospital station should accommodate commuter heavy rail use as well as light rail.

**C9A Comments**

I would prefer an elevated alternative to avoid traffic.

**C11A Comments**

This impacts traffic too much.

Name: Anonymous

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**Preferred Alternative Map**

Enjoy this option, however a wall/border should be implemented between car traffic and the rail lines. If not, maybe a one-to-two foot trench should be dug for the train route. Too many young and/or foreign drivers in Bellevue to have a non-guarded at-level train system!!

**1. What are your comments regarding the East Link Project?**

Definitely necessary! After living in Los Angeles/and Chicago, it is imperative in having rail access to downtown Bellevue. 10 years is a long time however!!

**3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?** With growing population, it is important to consider the amount of pedestrian traffic w/ at-grade options.

Name: Jacob Allen

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**Preferred Alternative Map**

Strongly prefer a tunnel option over at-grade.

**1. What are your comments regarding the East Link Project?**

Need a tunnel to ensure travel speed and reliability for light rail

-Do not support any effort by City Council to push alignment away from serving downtown (i.e. BNSF alignment)

**2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along \_ street, pedestrian connections at \_ location)**

Access to core employment in downtown and hospital area

-Willing to sacrifice auto capacity if at-grade alignment to ensure speed and reliability.

-Ensure good ped access within ½ mile radius of any stop.

C3T. #1 Preferred option-but may be unaffordable.

C9T. #2 preferred option.

Name: Tracy Krawczyk

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**C4A Comments**

Any surface alternative is bad idea for downtown consider impacts to safety and traffic and business.

**C3T Comments**

Double tunnel length than one in C9T alternative-cost?

**C9T Comments**

Sounds very good will not impact NE 8<sup>th</sup> and it will better serve hospital area.

Name: Anonymous

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**Preferred Alternative Map**

Tunnel it!

Name: Anonymous

---

**Preferred Alternative Map**

Sound Transit should have foreseen that downtown Bellevue would not want an elevated option. Funding for a downtown tunnel should have been included in ST2 and it would not have caused the overall package to fail. We would not be in this current predicament of wanting more than we budgeted for. Very shortsighted. Don't make this mistake with any future extensions.

**C4A Comments**

This is a terrible configurations. Trains and vehicles will be slowed.

**C3T**

Acceptable but probably too expensive and not as good as C9T.

**C9T**

This is clearly the best alternative from a transportation standpoint. Station locations are best and through travel time is superior to other options. Put up as a vote in 2010 on ST3, extending Link to Everett, Tacoma and along I-405, and include extra funding for this option.

**C9A**

Make this an elevated route and it would be acceptable. Otherwise its not a good choice. On the way here (I walked from the transit center) I saw an unending stream of cars pouring out of the Microsoft Building onto 110<sup>th</sup> Avenue when turning left onto 4<sup>th</sup> Street to get to I-405. They'd all have to cross this line in the afternoon.

**C11A**

I doubt that the situation I described above is unique, but is probably more the norm for downtown Bellevue. Running Link on the streets is not an option.

Name: Anonymous

---

**Preferred Alternative Map**

Too much at grade or in the way. Who's preferred? Not mine.

**1. What are your comments regarding the East Link Project?**

I know a bored tunnel is most expensive. But I strongly prefer a bored tunnel rather than at-grade possibilities. I do strongly prefer sooner rather than later. I will be older in 15 years than I am now.

**2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along \_ street, pedestrian connections at \_ location)**  
Transit station is in a good location. Light rail needs to like the transit station.

**3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?** There is a lot of housing (condos) being built in downtown Bellevue. Hopefully more office towers are next. Let's link downtown Bellevue businesses, residences, to each other and to downtown Seattle.

**C4A Comments**

Too much at-grade and in the way. Good general route.

**C3T Comments**

Best-best-best. Best option now. Best option in long term future. Politicians, taxpayers, and decision makers can in time find funding.

**C9T Comments**

Pick CT3 to finish the job.

Name: James Howell

## **General Comment Forms**

C9A makes most sense.

Name: Anonymous

---

1. Light rail goes from somewhere to nowhere (airport). Build east link sooner rather than later. Let's get East Link soon.

2. Need below ground in downtown Bellevue. Tunnel, don't street level it.

3. Keep two options. Ignore Wallace option it's a D. Okay F.

Name: Anonymous

---

Prefer the new hybrid C9T for downtown alignment. Bellevue streets (108, 110) are already backed up for blocks in morning and evening w/employers entering and leaving work.

Name: Mary Pat Byrne

---

I'm concerned about suggestions that the line run up 405 and misses downtown. What's the point? We need to serve downtown.

Name: Anonymous

---

All planned routes fail to consider the traffic congestion and disruption to local businesses (Access) during construction. Not just months, but years. Why 114<sup>th</sup> Ave NE along the freeway isn't the preferred route and cheaper too, most Bellevue Business owners can't fathom. Riders can walk a couple of blocks to gain access to a train. No sensitivity to the City's preferred routing – big brother telling everyone what they need.

Name: Anonymous

---

The transit line has to have a route that stops at Overlake Hospital. The proposed alternatives with a station at Whole Foods need a plan to get older adults to the hospital.

Name: Howard Katz

---

The construction of the C4A line through the heart of our city will cause extreme neighborhood disruption, massive traffic problems, noise pollution and unacceptable safety risks. The construction of galvanized steel high-tensioned towers with electrical wires along the streets of our pristine tree-lined business district and neighborhoods will be a permanent visual blight that Bellevue will never recover from!!

Name: Thomas Ruttkamp

---

It appears as though the only value of C9T is to provide political cover for Bellevue City Council Members. It makes little sense to have an expensive tunnel for the sole purpose of having a tunnel.

Name: Anonymous

---

Pedestrian connection between Bellevue TC and new station must not involve at grade crossing of any road.

Name: Anonymous

---

C9T, C9A and C11A look like good alternatives to C4A and C3T. The Vision Line concept is not better. Its proposed connection to Bellevue Transit Center is too far away.

Name: Anonymous

---

If East Link is to consider the next decades as a whole and look to its legacy as a project of the century, I think it is of extreme importance that the core of Bellevue be served in the most convenient, quality way possible. A tunnel option, separate from traffic is the best, and most timeless way to assure success for generations to come. I fear that a system that side skirts the city to the benefit of the few will be undeserving of a lasting image.

Name: Jeremy Grotho

---

I hope that East Link to airport transfer at international district station does not involve a big schlep up stairs over tracks back down because that traveler will have suitcases. Could you consider opening line to Mercer Island earlier than 2020?

Name: R. Decker

---

Tunnel or at-grade either way the line must get into downtown Bellevue. (not just go on the side of it) We must send the jobs to people where they are and where they will increasingly be – downtown.

Name: Anonymous



**City of Redmond**  
WASHINGTON

October 20, 2009

The Honorable Greg Nickels, Sound Transit Board Chair  
Sound Transit Board Members  
401 S. Jackson St.  
Seattle, WA 98104

Subject: City of Redmond Comments:  
East Link Light Rail Workshop on October 12, 2009

Thank you for the opportunity to formally comment on the preferred alignment alternatives for East Link Segments D and E that are in the City of Redmond.

The City of Redmond's comments below focus on four areas: 1) Support for the Preferred Alternatives, 2) Opposition to a Fully Aerial Alternative in Overlake, 3) Particular Considerations for the Preferred Alignment Alternative in Overlake, and 4) Complete East Link to Downtown Redmond

#### **Support for the Preferred Alternatives**

We would like to thank the Sound Transit (ST) Board for the preferred alternatives that you selected in May 2009 for East Link Segments D and E. The Redmond City Council also supports these alternatives for the reasons below:

Overlake Alignment D2A: This mostly at-grade alignment is located along the north side of NE 24 St. and the west side of 152 Ave. NE.

1. It fully supports the adopted vision and policies for Overlake Village;
2. Locating the alignment on the north side of NE 24<sup>th</sup> St. rather than the south side reduces impacts to traffic operations;
3. A station location close to NE 24<sup>th</sup> St. is ideal since it is central for serving people in Overlake Village as well as portions of the Bel-Red corridor just east of Overlake; and
4. It supports the City's goals to attract significant residential and mixed-use development to Overlake Village and to promote the evolution of 152<sup>nd</sup> Ave. NE as a walkable, retail street.

Downtown Redmond, E2 Marymoor Alignment: This alignment is mostly located in the SR 520 Freeway, BNSF and NE 76<sup>th</sup> St. right-of-ways.

1. It limits the amount of property that would need to be acquired for track, park-and-ride facilities, and stations since it is mostly located in right-of-way;
2. It can be constructed mainly at-grade with grade-separation through the SR 520/SR 202 Interchange;
3. It best maximizes ridership while minimizing costs and impacts; and
4. It has strong citizen support and fully supports the adopted vision and policies for Downtown Redmond.

We appreciate that Sound Transit staff are evaluating, as part of further design of this alternative, opportunities to provide a clear and well-designed pedestrian corridor between a light rail terminus west of Leary Way and the Redmond Transit Center.

#### **Opposition to an Alternative for a Fully Aerial Alignment in Overlake**

The City of Redmond supports an aerial alignment along NE 24<sup>th</sup> St., however the City strongly opposes the proposed alternative for a fully aerial alignment in Overlake. The aerial alignment does not support the vision for a mixed-use/residential neighborhood, it does not support the vision for the 152<sup>nd</sup> Avenue NE Corridor as a vibrant retail street, and it does not encourage re-development of a walkable urban village. This alternative will result in fewer potential riders for light rail in this area.

#### **Particular Considerations for the Preferred Alignment Alternative in Overlake**

Here are specific comments regarding the preferred alignment alternative in Overlake.

1. Overlake Access Ramp: The City of Redmond is working with WSDOT, state legislators and the City of Bellevue on the Overlake Access Ramp, which would provide a direct freeway access ramp from the SR 520/148<sup>th</sup> Ave. NE Interchange to 152<sup>nd</sup> Ave. NE. Please include this project in the action alternative.
2. Access: Given the existing and significant amount of planned development in Overlake Village, maintaining adequate access for all transportation modes is critical. As Sound Transit refines the preferred alternative, we ask that vehicular and other access be allowed from the PS Business Parks property to 152<sup>nd</sup> Ave. NE at approximately NE 28<sup>th</sup> St.

Pedestrian and bicycle access across the alignment from both sides of NE 24<sup>th</sup> St. and 152<sup>nd</sup> Ave. NE is also critical and needs to be further addressed as part of the refined design of the preferred alternative.

3. Turning Radii: Through the Draft EIS process, the alignment turning at the intersection of NE 24 St. and 152 Ave. NE was conceptually designed with a radius of 150 feet. We now understand that an alignment of up to 560 feet is under review. We recognize that this larger radius provides time savings. The City is concerned, however, about the impacts related to this larger radius on adjacent businesses and property owners, and the impact that the left-over remnant of land will have on plans for Overlake Village.

### **Complete East Link to Downtown Redmond**

We urge Sound Transit to continue construction of East Link light rail to Downtown Redmond as part of ST2 should additional funding be available or cost savings achieved. Extension to Downtown supports the re-development of this urban center into a vibrant, walkable, transit oriented community. Extension of East Link at a minimum to the Southeast Redmond Station provides a 1,400 stall parking structure, avoids impacts associated with an interim terminus at Overlake Transit Center, and serves trips from other parts of Redmond, east King County, and Sammamish.

As you may be aware, the City of Redmond is the first partner city to adopt transit-related setbacks in anticipation of light rail. Redmond adopted these setbacks on October 6, 2009 along the Sound Transit Board's preferred alignment as selected through the Draft Environmental Impact Statement process. The City Council took this step to support cost containment by ensuring that no new structures are built in the preferred alignment in Redmond.

Thank you for this opportunity to comment on the East Link Light Rail Project. We look forward to continuing to work with Sound Transit to achieve a light rail design that serves both our community and the needs of the region.

Sincerely,



Nancy McCormick  
President  
Redmond City Council

C: Leonard McGhee, East Link Project Manager  
Katie Kuciembra, Community Outreach Specialist

# SEARS HOLDINGS

J. Kal Gibron, Esq.  
Divisional Vice President-Real Estate and Real Estate Law

Sears Holdings Management Corporation  
3333 Beverly Road, BC-116B  
Hoffman Estates, Illinois 60179  
Writer's Direct Dial: (847) 286-9341  
Fax: (847) 286-3803

October 14, 2009

The Honorable Greg Nickels, Chair  
Board Members  
Sound Transit Board of Directors  
Union Station  
410 Jackson Street  
Seattle, WA 98104

Re: East Link Segment D -- Support for Preferred Alternative D2-A (north side of Northeast 24<sup>th</sup> Street to the west side of 152<sup>nd</sup> Northeast through Redmond Overlake Village)

Dear Mayor Nickels and Members of the Board:

Thank you for your selection of the D2-A Alternative as the preferred alignment within Segment D, with the design modification to locate the alignment on the north rather than the south side of NE 24<sup>th</sup> Street. In addition, we wish to thank you for holding the series of neighborhood public workshops to build understanding of the East Link project. Sears, Roebuck and Co. ("Sears") has been actively participating in the East Link project and has submitted comment letters on the Draft Environmental Impact Statement ("DEIS").

It is Sears' understanding that since the date of its last comment letter another alternative alignment, specifically, an elevated alignment on the south side of Northeast 24<sup>th</sup> to the east side of 152<sup>nd</sup> Northeast (D2-E) has been added to the alternatives for purposes of continued environmental review. In light of this new information, Sears submits this letter to supplement, and not replace, its previous comment letters.

We are writing to encourage Sound Transit's continued support of the Preferred Alternative for the D2-A alignment. We believe locating the light rail line along the north side of Northeast 24<sup>th</sup> Street to the west side of 152<sup>nd</sup> Northeast, is preferable to an elevated alignment along the south side of Northeast 24<sup>th</sup> to the east side of 152<sup>nd</sup> Northeast for the following reasons:

1. Consistency with the City of Redmond Overlake Plan

The City of Redmond is working to transition Overlake into a mixed-use, pedestrian-friendly neighborhood that supports regional retail. The East Link alignment through Overlake has tremendous potential to further the city's goals. However, we do not believe an elevated

The Honorable Greg Nickels, Chair  
Board Members  
Sound Transit Board of Directors  
October 14, 2009  
Page Two

alignment on the south side of Northeast 24 to the east side of 152<sup>nd</sup> Northeast will promote the form and function needed to establish such an environment. To the contrary, an elevated structure will present a new aesthetic and physical obstacle for pedestrians and motorists in the neighborhood. In addition, an elevated station on 152nd Northeast would seem to detract from what is expected to be a comprehensive, pedestrian-related redevelopment of the Group Health parcel.

2. Reducing impacts to traffic operations

While an elevated structure along Northeast 24<sup>th</sup> would allow automobile flow under the structure, we believe the visual and physical clutter of the crossing at Northeast 24<sup>th</sup> and 152<sup>nd</sup> Ave Northeast will restrict traffic operations and further deteriorate intersection function.

A north side alignment would avoid the intersections, and therefore would appear to mitigate the severity of traffic impacts in this congested area.

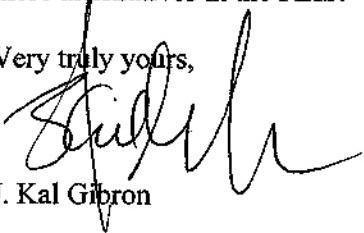
3. Cost

While there would be acquisition costs associated with the Preferred Alternative D2-A, many structures along the north side of Northeast 24<sup>th</sup> and west side of 152<sup>nd</sup> Northeast appear to be poised for redevelopment.

An alignment along the south side of the Northeast 24<sup>th</sup> would require taking a significant portion of the Sears property. As mentioned in our previous comment letters, this is a very valuable store for Sears. The vehicle driveways on the north side of our property are essential to serve the retail traffic to our site. The property costs and consequential damages to the remainder of the Sears' parcel from such an alignment would be significant.

Thank you for the opportunity to comment on this important project. We look forward to evaluation of these alternatives in the FEIS.

Very truly yours,



J. Kal Gibron

Copy: Leonard McGee, East Link Light Rail Project Manager  
Katie Kuciembra, East Link Light Rail Community Outreach Specialist  
The Honorable John Marchione, Mayor of Redmond

**Sound Transit wants to know how light rail can best serve OUR community. Share these facts with them...**

Sound Transit, a taxpayer supported agency, is obligated to give equal weight, thorough analysis, and detailed engineering to the B7/Burlington Northern Sante Fe (BNSF) route. It is a viable and economically sound solution to our regional transit problem.

**SOUND TRANSIT---WHEN WILL THE AGENCY FACE THE FACTS???**

<b>Public Comment</b>	Over 75% of those who commented on the East Link DEIS support the B7 alignment.
<b>Cost Savings</b>	B7 costs no more than B3. With B7, you get a direct link to future connections east to Issaquah and south to Renton. Crossing I-90 over the Mercer Slough is planned for Sound Transit Phase 3 (ST3). Why not build this bridge for future connections now and save money?
<b>Gaining Ridership</b>	Building B7 in today's dollars reduces future expansion costs east to Eastgate and Issaquah by \$125 million (\$125,000,000), decreasing the cost of adding Eastgate's 11,000 daily riders to the light rail system.
<b>Visual Blight</b>	The proposed station at the South Bellevue Park and Ride will reach a height of 75 feet. Tracks will be 30 feet tall, electrical transmission lines will be 15 feet above the tracks, and elevator access will be 30 feet above the transmission lines.
<b>Historical Impacts</b>	Choosing B7 eliminates any impacts to the Winters House – Bellevue's only public building on the National Register of Historic Places.
<b>Congestion</b>	Using B7 and the BNSF right of way removes construction impacts from Bellevue Way, thereby decreasing gridlock and cut-through traffic in our neighborhoods that would use 108 <sup>th</sup> Ave., 104 <sup>th</sup> Ave., and other neighborhood streets.
<b>Noise</b>	B7 has only one curve, resulting in faster travel times and less "wheel squeal". Curves cost more money. B3 has three curves.
<b>City Policy</b>	Bellevue's Light Rail Best Practices and Comprehensive Plan Policies support the B7 route over all other Bellevue alignments proposed by Sound Transit. The Best Practices study, undertaken to benefit our city, took 1 ½ years and cost over \$400,000.00.
<b>Access</b>	A SE8th/405 area station will serve all Bellevue neighborhoods, as well as the South Bellevue Park and Ride, by utilizing drop-off areas, linked bus service and multi-modal access. It will eliminate the need for both the East Main Station and the South Bellevue Park and Ride Station, saving money and increasing travel time.
<b>Comparisons</b>	Per Sound Transit's own analysis, system wide ridership differences are negligible between B7 and B3.
<b>Safety</b>	Grade separation increases speed and safety. B7 is grade separated. By Sound Transit's own analysis, B7 will have no or minimal impacts with regard to accidents. B3 is not grade separated.
<b>Wetland Impacts</b>	The South Bellevue Park and Ride is built on fill in a wetland, and would never be built with today's environmental regulations. The 2-story Bellefield Office Park is also built on fill in a wetland, sinks each year, and must utilize pumps for flooding. How extensive will impacts be for a 4-story parking garage and 400 foot long light rail train station platform in the Mercer Slough?

Questions? Contact Scott Lampe at 425-442-8438, scottlampe@msn.com, or Renay Bennett at 425-637-8670, renaybennett@msn.com

RECEIVED OCT 16 2009

October 14, 2009

Sound Transit  
401 South Jackson Street  
Seattle, WA 98104



Attn : Katie Kuciembra

Subj.: East Link Light Rail – B-7 Route  
Comments

My husband and I have just returned from the Sound Transit Light Rail meeting held tonight at Bellevue High School.

We have been regularly attending the Transit and City Council meetings held regarding Light Rail as it pertains to the South Bellevue routing plans. (B-3 vs B-7)

I am submitting the route plan covering the area from I-90 into downtown Bellevue. I am also submitting the questions and statements distributed tonight on behalf of B-7 as the preferred routing over the B-3 routing as favored by Sound Transit.

We are in total agreement with all of the statements on the information sheet prepared by Scott Lampe and Renay Bennett. We are therefore submitting these same statements as representative of our support of the B-7 route and in rejection of the B-3 route.

The B-3 roadways taking traffic in and out of a major city are too congested already. The B-3 route is through a heavily populated area with serious environmental concerns.

Before final plans are completed, all of the attached statements require full consideration and full justification to the community that you are using our tax dollars in the most efficient and intelligent manner possible. Ultimately, it is the community that will suffer or benefit from your actions. It is the same community who will pay for your successes or mistakes.

Thank you for revisiting your plans for Light Rail Transit as you plan for Rail travel into downtown Bellevue.

Sincerely,

Two handwritten signatures in cursive ink. The top signature reads "James R. Stone" and the bottom signature reads "Shirley Stone".

Jim and Shirley Stone  
1340 Bellefield Park Lane  
Bellevue, WA 98004

jim-shirley@msn.com

**Sound Transit wants to know how light rail can best serve OUR community. Share these facts with them...**

Sound Transit, a taxpayer supported agency, is obligated to give equal weight, thorough analysis, and detailed engineering to the B7/Burlington Northern Sante Fe (BNSF) route. It is a viable and economically sound solution to a regional transit problem.

**SOUND TRANSIT -- WHEN WILL THE AGENCY FACE THE FACTS???**

**Public Comment**

Over 75% of those who commented on the East Link DEIS support the B7 alignment.

**Cost Savings**

B7 costs no more than B3. With B7, you get a direct link to future connections east to Issaquah and south to Renton. Crossing I-90 over the Mercer Slough is planned for Sound Transit Phase 3 (ST3). Why not build this bridge for future connections now and save money?

**Gaining Ridership**

Building B7 in today's dollars reduces future expansion costs east to Eastgate and Issaquah by \$125 million (\$125,000,000), decreasing the cost of adding Eastgate's 11,000 daily riders to the light rail system.

**Visual Blight**

The proposed station at the South Bellevue Park and Ride will reach a height of 75 feet. Tracks will be 30 feet tall, electrical transmission lines will be 15 feet above the tracks, and elevator access will be 30 feet above the transmission lines.

**Historical Impacts**

Choosing B7 eliminates any impacts to the Winters House – Bellevue's only public building on the National Register of Historic Places.

**Congestion**

Using B7 and the BNSF right of way removes construction impacts from Bellevue Way, thereby decreasing gridlock and cut-through traffic in our neighborhoods that would use 108<sup>th</sup> Ave., 104<sup>th</sup> Ave., and other neighborhood streets.

**Noise**

B7 has only one curve, resulting in faster travel times and less "wheel squeal". Curves cost more money. B3 has three curves.

**City Policy**

Bellevue's Light Rail Best Practices and Comprehensive Plan Policies support the B7 route over all other Bellevue alignments proposed by Sound Transit. The Best Practices study, undertaken to benefit our city, took 1 ½ years and cost over \$400,000.00.

**Access**

A SE8th/405 area station will serve all Bellevue neighborhoods, as well as the South Bellevue Park and Ride, by utilizing drop-off areas, linked bus service and multi-modal access. It will eliminate the need for both the East Main Station and the South Bellevue Park and Ride Station, saving money and increasing travel time.

**Comparisons**

Per Sound Transit's own analysis, system wide ridership differences are negligible between B7 and B3.

**Safety**

Grade separation increases speed and safety. B7 is grade separated. By Sound Transit's own analysis, B7 will have no or minimal impacts with regard to accidents. B3 is not grade separated.

**Wetland Impacts**

The South Bellevue Park and Ride is built on fill in a wetland, and would never be built with today's environmental regulations. The 2-story Bellefield Office Park is also built on fill in a wetland, sinks each year, and must utilize pumps for flooding. How extensive will impacts be for a 4-story parking garage and 400 foot long light rail train station platform in the Mercer Slough?

Questions? Contact Scott Lampe at 425-442-8438, scottlampe@msn.com, or Renay Bennett at 425-637-8670, renaybennett@msn.com

## **C4A & C3T PUBLIC COMMENTS FOR SOUND TRANSIT 11-18-2009**

**SOUND TRANSIT & WSDOT HAVE NOT provided viable DEIS alternatives for Downtown Bellevue East Link routings. NONE of the downtown options considered in the current DEIS scope are safe, cost effective, or operationally viable. New and better alternatives must be created for FEIS.**

Despite known safety risks, scope issues, and planning problems, SOUND TRANSIT Board Members and Executives selected unsafe, inadequate, least-cost alternatives as "PREFERRED" for Downtown Bellevue. Such irresponsible actions are NOT acceptable; and must be fully resolved. Examples of errors and detrimental planning factors used are noted below:

### **1. CONSTRUCTION IMPACTS AND LIGHT RAIL OPERATION IMPACTS FOR ALL C4A DOWNTOWN BELLEVUE AT-GRADE SITES**

**Sound Transit did not properly assess key impacts of East Link's Downtown Bellevue preferred C4A or alternate C3T routes in DEIS:**

Unacceptable construction AND SAFETY impacts for traffic, downtown neighborhoods, businesses, and residents. Staging areas in McCormick park and construction traffic through nearby residential areas needlessly endangers lives of pedestrians, vehicles, and residents along NE 12th Street, nearby King County Library, Ashwood Park, and Ashwood residential district.

**25 LIFE SAFETY RISKS for At-Grade rail lines are described on Sound Transit's website. These cannot be sufficiently mitigated; and C4A route should never be allowed as it puts people at severe risk for Bellevue's downtown East Link.**

Nearby businesses will lose their incomes, livelihoods, loss of jobs, and many will be unlikely to survive years of construction detours, dust, noise, traffic congestion, and safety problems. Residential rental properties (Ashton and Ten-20 towers) and retirement center (Belletini) will be forced to close or lose millions of dollars in revenue. This could eventually force bankruptcies.

C4A and C3T create unacceptable living conditions and unbearable quality of life for approximately 1,500 residents along 108th Ave NE; 110th Ave NE; and NE 12th Street/McCormick Park. Property values will plummet for high-density condo zones (Park Place, Belletini, Villa Firenze, and others) and residents will be unable to sell or move to another location without severe financial loss. Noise, vibration, safety issues, dust, construction equipment, earth moving, tunnel boring, materials staging areas, will all create havoc and very negative consequences for downtown residents and nearby businesses.

## **2. ACCESS THROUGH NEIGHBORHOODS DURING CONSTRUCTION & OPERATION OF EAST LINK ON C4A ROUTE**

**Sound Transit and WSDOT failed to properly evaluate or assess impacts on neighborhood streets, traffic impacts, construction zones, and safety hazards in East Link Downtown Bellevue DEIS:**

Sound Transit and WSDOT did not sufficiently plan or evaluate impacts along North Bellevue (Ashwood District & McCormick Park). NE 12th neighborhood and the downtown business districts along 108th Ave NE & 110th Ave NE were overlooked. Future planned building projects were not considered.

Sound Transit and WSDOT failed to consider requirements for Emergency Vehicle access to high-density neighborhoods, retirement centers, parks, museums, businesses, and public library facilities in and around the construction zones. Incomplete planning places unnecessary risks on Safety of Downtown residents and business people. Due to priority focus on East Link's lowest-cost routes, safety considerations didn't get sufficient priority by the responsible planning agencies.

Despite clear indications of enormous levels of traffic growth in the Downtown Bellevue area, as provided by City of Bellevue Planners, Sound Transit disregarded key facts and chose the worst possible routing while proclaiming "budget limitations" would override SAFETY & LIFE THREATENING RISKS for the public.

City of Bellevue's Planning Policies were clearly violated in interests of Sound Transit's "cost-cutting" approaches. Bypassing the Downtown area Planning Procedures was deemed of no important consequence. Critical planning errors were made in evaluating traffic flows, growth of traffic and business expansion in downtown Bellevue, density of residential neighborhoods, and other permitted and planned construction in the downtown areas during and after the East Link construction schedules.

Risks of accidents, pedestrian risks, vehicle collisions, traffic congestion, detours, and possible permanent disability or even deaths due to construction and light rail impacts were not properly considered nor appropriately evaluated.

Lawsuits and damages for reckless endangerment of citizens are inevitable. Costs for litigation and court penalties will fall on Washington State taxpayers. This is unacceptable, as a direct result of insufficient planning or professional evaluation by WSDOT and Sound Transit for East Link.

**3. MCCORMICK PARK PERMANENT DESTRUCTION PLUS USE AS A CONSTRUCTION STAGING AREA & FOR TUNNELING AND Elevated OR AT-GRADE RAIL INSTALL. DESTRUCTION OF PROPERTY VALUES.**

**Sound Transit failed to follow City of Bellevue's Planning practices and procedures. Destruction of City Parks violates Bellevue Planning Policies established for decades.**

The North End of Bellevue has only minor green space remaining for use of the neighborhoods and its' many thousands of residents, including hundreds of retirees living in two major retirement centers in the Ashwood District. Often, these people must use walkers, canes, and wheelchairs to negotiate the streets and crosswalks.

Destroying the only remaining public park area having people-friendly walking paths and trees; and replacing it with rail lines and trains speeding by every 7 minutes, prevents thousands of local residents from having a reasonable quality of life; and creates an unacceptable residential living environment.

Most people in this vicinity will be forced to move away to avoid intolerable noise, vibration, and visual destruction of their neighborhood. Removal of the park's trees and shrubs, removal of park amenities, picnic tables, benches, flower beds, and other quality of life benefits will change the entire character of the community. Severe property value losses will result to resident's lifelong investments in their homes and neighborhoods. Thousands of people in the highest-density residential neighborhoods will be severely impacted. This was not disclosed or properly considered in the DEIS planning process.

**4. DEMOLISHING RESIDENTIAL HOMES, NEIGHBORHOODS, CITY PARK & MEDICAL CENTER BUILDINGS ALONG NE 12TH STREET**

**Sound Transit failed to plan properly, made many errors, and did not consider impacts for condos, apartment buildings, retirement centers, North Bellevue neighborhoods, demolition of homes, and medical facilities along the two "preferred DEIS alternatives".**

This poorly planned route for Downtown East Link appears to violate Bellevue Planning Policy TR-75.2 for "best community outcomes".

Other serious errors in planning include Sound Transit's and WSDOT's flawed designs for the East Link rail-line curves within the demolished zones at 110th Ave NE and 108th Ave NE intersections with NE 12th St.

Severe track wear and metal-to-metal friction will create intolerable noise and vibration impacts for the entire North End neighborhoods of McCormick Park; King County Library; Belletini Retirement Center; Park Place and Villa Firenze Condominiums; and the Ashwood District businesses and residential zones. Severe, permanent property value losses in North Bellevue will result.

**5. NO LIGHT RAIL ACCESS FOR LOCAL RESIDENTS, BUSINESSES, OR NEIGHBORHOODS RIDERSHIP IN THE MOST-IMPACTED DOWNTOWN HIGH-DENSITY ZONES. SEVERE LOSS OF PROPERTY VALUES.**

**Flawed Sound Transit designs and/or cost constraints for C4A Downtown East Link routes fails to give ANY consideration or provisions for ridership in the most heavily impacted neighborhoods, businesses, apartments, condos of highest density residential areas along the “preferred routes”.**

There are no provisions for local North End neighborhoods to access Light Rail. These residential neighborhoods are merely “railroad-line passthrough routes” on the way to Bel-Red, Redmond and other communities. East Link will pass through these densely populated residential areas without stopping. Traveling at full speed past a Museum, King County Library, several retirement centers, residential towers, and numerous businesses.

These downtown zones will have disadvantages of an unsafe, noisy rail line, without any local access for use of East Link. Destruction of property values, loss of business, forced moves of residents, and destruction of residential quality of living environments will result. No positive benefits will be gained by any residents or property owners along 108th & 110th Ave NE or NE 12th St.

**6. BELLETINI RETIREMENT CENTER LACKS EMERGENCY VEHICLE ACCESS & FOR FIRE ENGINES FOR C4A AT-GRADE ROUTE**

**Sound Transit failed to assess the Life & Safety Risks along 108th Ave NE to residents of the Belletini Retirement Center. Lack of any provisions for emergency vehicles is a serious, life-threatening flaw in planning. No mitigation measures in DEIS documents.**

Due to the East Link rail design, the only major access to the Retirement Center will be over the center of the rail tracks passing in front of the entrance. Fire engines cannot enter due to height restrictions and must park on C4A “rail line tracks” planned for this location. This location is on a “blind curve” with insufficient stopping distance. Trains must be able to stop if an

emergency vehicle is parked there. Due to retirement ages of the occupants for over 150 residences at this location, emergency vehicle calls to this facility are routine and often. A serious safety threat to everyone is created.

## **7. NOISE ABATEMENT (re: CENTRAL LINK's "EMERGENCY ORDER")**

**Sound Transit designed tight radius curves along the North End route. This will create Light Rail "noise abatement emergencies" like Central Link's; and likely require additional millions of dollars in future to build noise barriers, soundproofing homes and condos; and will create environmental quality issues with poor living conditions for neighborhoods along East Link's Downtown routes.**

Sound Transit must re-evaluate C4A East Link rail curves within planned home demolition zones at 110th Ave. NE and 108th Ave NE intersections with NE 12th St. More homes and residential neighborhoods may need to be DEMOLISHED in order to provide more gradual Light rail curves along the McCormick Park route and avoid severe noise. NOT considered in the DEIS.

Severe track wear and metal-to-metal friction will create intolerable noise and vibration impacts for the entire North End neighborhoods of McCormick Park, King County Library, immediately adjacent Belletini Retirement Center; Park Place and Villa Firenze Condominiums, and the Ashwood District businesses and residential zones. This is unacceptable.

## **8. VISUAL BLIGHT OF GALVANIZED POWER LINE POLES AND ELECTRICAL HIGH-TENSION LINES ALONG STREETS OF DOWNTOWN STREETS & PARKS. BARRIER FENCES, AUTO BARRICADES, AND SOUND WALLS ALONG STREETS & THROUGH NEIGHBORHOODS.**

Sound Transit violated numerous City of Bellevue planning policies, despite Bellevue's full participation in Sound Transit's DEIS process; and 75-day public comment sessions. Sound Transit misled the Public by failing to disclose the nature and extent of at-grade impacts for C4A/C3T route.

By failing to disclose for public awareness (resident's and businesses) and understanding of unsightly, industrial nature of East Links facilities through downtown Bellevue, people did not have a basis to voice their DEIS concerns. Sound Transit routinely uses "cropped-photos" and other techniques to avoid highlighting for public awareness the VISUAL BLIGHT to be created by at-grade Light Rail in downtown Bellevue's streets. file:Nov18-2009STWorkshop

**EAST LINK DRAFT EIS OPTIONS FOR DOWNTOWN BELLEVUE ROUTES**

**"Looks Like a Clear Choice if Impacts are Compared!!"**

	C9Tunnel	C3T&C4A
<b>SAFETY: RESIDENTS, PEDESTRIANS &amp; AUTOS</b>	BEST	WORST
ENVIRONMENTAL QUALITY NOISE/VIBRATION	BEST	WORST
SERVES RIDERS IN NORTH END	BEST	WORST
USES COST-EFFECTIVE BNSF RAIL OPTIONS	BEST	WORST
TRAFFIC CONGESTION & DELAYS	BEST	WORST
HOMES & BUSINESSES DEMOLISHED	BEST	WORST
IMPACTS TO RESIDENTIAL COMMUNITIES	BEST	WORST
IMPACTS ON DOWNTOWN BUSINESSES	BEST	WORST
IMPACTS ON CITY UTILITIES & STREETS	BEST	WORST
CONSTRUCTION IMPACTS	BEST	WORST
DESTRUCTION OF DOWNTOWN PARKS	BEST	WORST
IMPACTS ON DOWNTOWN GROWTH	BEST	WORST
IMPACTS ON FUTURE DEVELOPMENT	BEST	WORST
RIDERSHIP BENEFITS FOR DOWNTOWN	BEST	WORST
POTENTIAL FOR COST & SCHEDULE OVERRUNS	BEST	WORST
<b><u>DOWNTOWN BELLEVUE PLANNING FACTORS - YET TO BE DETERMINED</u></b>		
SUPPORTED BY BELLEVUE CITY GOVERNMENT	UNKNOWN	NO !
IMPACTS ON TAXATION FOR BELLEVUE	UNKNOWN UNKNOWN	
QUALITY OF COST ESTIMATES & DESIGNS	UNKNOWN UNKNOWN	

**VILLA FIRENZE CONDOMINIUM ASSOCIATION**

**1106 108<sup>th</sup> Avenue Bellevue, Washington 98004**

October 23, 2009

To: Ms Joni Earl, CEO Sound Transit  
Sound Transit Board of Directors

Subject: Opposition to Sound Transit's Street Level C4A Route

We the Villa Firenze Condominium Association Board of Directors, would like to go on record with our unanimous opposition to Sound Transit's recommended C4A light rail route through the Ashwood residential area of Bellevue. We believe that this single action will destroy our streets, our homes and our property values. There is little doubt that the trains will cause unbearable noise levels, impossible traffic congestion, life-safety risks and visual blight on our residential streets.

A majority of our residents elected to live in downtown Bellevue to enjoy the character and quality of this City. We believe, this single decision will destroy the charm of our City forever.

While we support the need to effective mass transit, we believe the current Sound Transit preferred street level route (C4A) is critically flawed and should be replaced with the alternative C9T route which we support as a viable and acceptable alternative.

This Board urges the Sound Transit Board to give all possible consideration to the funding of the C9T (downtown tunnel) alternative and declare it the preferred route in the final EIS.

Thank you for your consideration.

Villa Firenze Board of Directors

Thomas J. Ruttkamp, President

Paul F. Held, Treasurer

James J. Kirk, Secretary



cc: Mayor Grant Degginger, Bellevue Washington  
Bellevue City Council members (6)

## Appendix C:

# Workshop Station Comment Transcriptions

All comments in this section represent transcribed comments from flip chart notes and comments written on aerial photos at the workshops. The comments were reviewed and transcribed by staff, with a second reviewer to double-check the accuracy of transcriptions. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

## **Overlake/Redmond Workshop – Strip Plot Notes**

### **Segment D – Alternative D2A – Overlake Transit Center**

1. Minimizing station platform distance to NE 40<sup>th</sup> St overpass is neighborhood community advantage. (high density housing resident on 148<sup>th</sup>)
2. Discharge into Lake Sammamish. Issue is phosphorous removal.
3. Busy intersection
4. Underground vault for 520 water
5. OTC water treatment
6. Microsoft Bridge
7. Ped walkway

### **Segment D – Alternative D2A**

1. Segment boundaries
2. Lake Bellevue – how can it cross Lake Bellevue at ground level?
3. Concern about increase in accidents ped/car/train. Complicates at-grade crossing.
4. Avoid wetland impacts
5. More parking
6. Smooth out curve
7. No at-grade, instead do elevated.
8. Concerned about acquisitions.
9. Who lives here? Move station
10. People
11. 300 capacity

### **NE 24<sup>th</sup> St to SR 520**

1. Would like elevated until past station
2. Park and ride
3. Elevated
4. Potential new ramp from SR 520
5. PS Business Park
6. Tunnel.

## **Overlake/Redmond Workshop - Flip Chart notes**

### **NE 24<sup>th</sup> to SR 520**

- 148<sup>th</sup> to 152<sup>nd</sup>-why not all aerial?
  - Already elevated east of 148<sup>th</sup>
  - Driveways can be maintained
- Agree!
- Support north side of NE 24<sup>th</sup> & aerial treatment-addresses congestion. Support at-grade at NE 152<sup>nd</sup>. Helps pedestrian access.
- The traffic on NE 24<sup>th</sup> & 148<sup>th</sup> is already terrible. Please elevate the light rail line to avoid making it worse. I drive through it every day.
- Interest in pedestrian access to station
- Consider station on south side of NE 24<sup>th</sup>
  - More centrally located with ¼ mile radius

### **Overlake/Redmond Overview**

- Preserve access to Safeway
  - Key to future residential development
- Remain elevated on 24<sup>th</sup> & 152<sup>nd</sup>
- Station on Group Health's vacant land
  - Adjacent to park& ride
  - Preserves existing buildings and over 70 businesses
  - Potential condemnation savings of \$20-30 million
- With existing line plans, driveway along 148<sup>th</sup> to Safeway property has less than 100 ft to cross free right lane all moving north and accelerating
- Maintain access along NE 24<sup>th</sup> to Safeway site
- Move line to east side of 152<sup>nd</sup> and remain elevated along NE 24<sup>th</sup> & 152<sup>nd</sup> Ave NE
- After 130<sup>th</sup> Station, quickly transition to elevated before turning onto 136<sup>th</sup> Pl, especially when crossing NE 20<sup>th</sup> (which has 4<sup>th</sup> highest traffic count in city).
- Elevated mitigates impact to existing businesses and reduces width of property takings and business access
- Funding concerns ST facing 20% reduction in forecasted revenue causing ST to drastically change plans

### **148<sup>th</sup> to 152<sup>nd</sup>**

- Stay with preferred alignment

### **Overlake Transit Center**

- Bicycle access to avoid 156<sup>th</sup> & 120<sup>th</sup>

- Cyclists want west to eastside campus connection
- City of Redmond and Microsoft want bike bridge across SR 520
- More pedestrian-friendly access

## **Redmond**

- Elevated tracks preferred-total travel time doesn't not provide incentive to choose train over car.
- Why does alignment cross Marymoor Park-seems a more direction connection to downtown Redmond makes more sense (higher ridership, better use of \$)
- Agree-it needs to be elevated through Redmond
- Interested in future station at 51<sup>st</sup>
- Concern about noise impacts of line especially along SR 520
- How will light rail impact Redmond's plan for a new park near downtown Redmond station?
- Questions about decision to elevate/retained cut SE Redmond Station & park-and-ride
- Need for better pedestrian connections in area-should be planned out taking this and other efforts into consideration

## **South Bellevue Workshop – Strip Plot Notes**

### **Segment B to Main Street**

1. Traffic back-ups on normal days with games schedule more traffic back-ups.
2. Talk w/Bellevue staff re: river otters. These have been seen crossing Bellevue Way.
3. Security issues
4. Concern re: wetland impact
5. U-turn pocket. As mitigation.
6. Not sufficient 360 degree access.
7. Not well integrated with buses, cars, pedestrians. Right now. Consider Eastgate park-and-ride garage.
8. Show Mercer Slough trails.
9. Rain = buildings flood. Water table.
10. Consider elevating this section. Visual/neighborhood view impact will not be significant and it will reduce the footprint damage on the ground. Also, preserves ability of wildlife to cross 112<sup>th</sup>.
11. Lots of flooding SE 8<sup>th</sup> St
12. Adjust bus routes to improve integration. Build multi story structure.
13. Elevated grade way.
  - a. View impact
  - b. Visual blight
  - c. Very loud
14. Why are not the other alternatives alignments that the City is debating being presented tonight?  
Please do not consider constructive comments an endorsement of this alignment in lieu of more knowledge re the alternative routes/alignments.
15. Where is parking for this station (comment refers to East Main Street Station)? Parking needs!
16. Floods - entire Bellevue Way adjacent to wetland.
17. Check with City of Bellevue on pontoon Styrofoam
18. Parking garage floods
19. Paying attention to traffic especially on game days. Back-ups occur on 112<sup>th</sup> SE and Bellevue Way up to Main Street where both streets meet at Bellevue Way. More traffic capacity going SB from 112<sup>th</sup> proceeding to I-90. Not to mention 108<sup>th</sup> and 110<sup>th</sup> will be changed to one-way traffic in certain areas.
20. Like to co-locate with blueberry farm
21. Increased cut through traffic in evenings/peak mostly during construction. Work with Bellevue staff closely.
22. I voted for B7! (Not B3)

### **Segment B & C4A – Segment B to Main Street**

1. Noise study/area – study during p.m.
2. Traffic mitigation during construction
3. Hide-n-ride parking during construction.
  - a. Make sure to have a station here at S. Bellevue.
4. Place park-and-ride closer to the freeway for better access.
5. Visual impact of elevated tracks, noise impacts.
  - a. Concern about louder trains due to elevated tracks.
6. 103 and 109<sup>th</sup> Ave SE McMains (since 1955). Property: concern about construction/noise impacts because of adjacent property is shown to be a staging area/need noise protection from construction + 8 trains.

7. Traffic impacts due to additional parking in park-and-ride.
8. Don't take private homes.
  - a. Look at alternative that doesn't impact residential zoning.
  - b. Respect City of Bellevue zoning and best practices study.
9. Why station here - doesn't seem to have ridership.
10. Why aren't the other alternatives being shown tonight.
11. No degradation in level of service on South Bellevue.
12. Grades - issue.

#### **Segment B – 112<sup>th</sup> Ave to Se 8<sup>th</sup> St**

1. Show slough view on east alignment.

#### **Segment B - Slough View Exhibit**

1. Prefer keeping the rail at or below grade as much as possible – making this option better than current preferred.
2. This location reduces the huge visual impacts of the structures.
3. South Bellevue is not an appropriate station location – there is not 360 degree access and Bellevue Way is already gridlocked in rush hour. Insufficient pedestrian access to meet Sound Transit's own recommended best practices. (Consultant recommendation to City of Bellevue process).
4. Not true and I can and do walk to S. Bellevue today. (comment made in response to #3).
5. We who live in this neighborhood are very concerned about visual impacts. This route seems to reduce them significantly, I also like the below-grade routing for the same reason.

#### **C3T**

1. Property value impacts due to alignment/construction and ability to sell.
2. Also concerned about proximity of home to alignment.

## **South Bellevue Workshop – Flip Chart Notes**

### **I-90 to 112<sup>th</sup> Ave SE**

- Question about impact to wetlands and visual (bucolic area).
- Moving to Bellefield: less accessibility to station.
- Likes P&R: 1) Concerned about size of increase, architecture blending in, 2) Likes Eastgate and art? Aesthetic appeal, 3) City Hall garage is good. More natural, less concrete.
- More concept work on farm access.
- All stations should have park and ride (except downtown). 130<sup>th</sup> and 124<sup>th</sup> should be combined (one station) with large park and ride.
- P: Visual tie not as good as Bellefield.
- O: Concern about ‘view’ to Berry farm (T structures)
- N: Maintain level of service on Bellevue Way
- M: Good ped/bike access and bypass
- L: Add parking fees
- K: B7 would reduce park and ride impact.
- J: Station, busses, and parking expansion will block access.
- A: Winters House needs room. Important to relate to neighborhood.
- B: Can you avoid Winters by going under?
- C: Do not want to lose access to 30<sup>th</sup> and 113<sup>th</sup>
- D: Concerned about security in garage.
- E: What is it?
- F: B7 avoids Winter’s impact.
- G: Peds may cut thru bus area.
- H: Concerned about temporary loss of park and ride. Can there be further expansion of park and ride?

## **Segment B to Main Street**

### **Sheet 1**

1. South Bellevue park and ride does not meet the criteria for a good station. How will St handle driving capacity when already very congested – does not have 360 degree access; only has one way in. My family can't get into park and ride to pick me up now, so I'm forced to drive my car from home to the park and ride so I can get out and get home otherwise I would have someone come and pick me up.
2. Build this, build it now! I am tired of delays by special interest groups.
3. Build ASAP!

### **Sheet 2**

1. Noise and Holly Tree lane. What will be done to keep noise levels down? Noise walls, plantings, etc.
2. Need traffic mitigation along Bellevue Way during construction.
3. Need to address hide and ride parking if you close South Bellevue park and ride during construction.
4. Does the LRT impact traffic?
5. Bellevue Way already congested how will new designs impact; how many spaces at park and ride?
6. Concerned some bus services will go away.
7. Do not support elevated visually unappealing.
8. Concerned about noise related to elevation.
9. Proximity to single family homes. No mitigation.

### **Sheet 3**

- The option to insulate homes against noise provides 3 undesirable options: 1) have no insulation and excessive train noise; 2)using backyard with excessive train noise, 3) Having to stay inside and avoid noise when the weather is nice.
- I very enthusiastically favor a train station at the South Bellevue park and ride. I live in this neighborhood and I am very concerned that B7 supporters will prevent the station.
- Prefers B7. Better alignment than Bellevue Way b/c visual blight, crosses environmental wetlands between SE 8<sup>th</sup> and SE 6<sup>th</sup> and others, will link future connections to Issaquah and 405 S. cities.

**112<sup>th</sup> to SE 8<sup>th</sup>**

- Concern about level of service impact on Bellevue Way, especially as a result of increase in traffic going to expanded park and ride.
- Increase capacity of Bellevue Way or otherwise make sure light rail doesn't decrease level of service.
- Isn't the Winters House on a Register of protected/historic buildings? Moving it seems to violate that historic preservation – the house and the location seem to be critical to its status as a protected property.
- Prefers elevated @ SE 15<sup>th</sup> – helps preserve capacity on 112<sup>th</sup> prevent (illegible word)
- Address noise impacts
- Why not along 112th from 8<sup>th</sup> to Main?
- How will bus routes running across I-90 change when light rail service begins?
- Consider at grade at SE 15<sup>th</sup> (cost savings) and tunnel cut/cover at SE 8<sup>th</sup>
- Consider change in conditions along B7 route (i.e. recent new construction) if ST will reconsider decision not to pursue B7 alignment along Bellevue Way.
- Suggestion to move tracks along Bellevue Way to the east to lessen noise and visual blight, impacts on residential neighborhoods.

### **SE 8<sup>th</sup> to Main Street**

1. Station behind Bellevue Club
2. Eliminate Main Street station to save money.
3. Better connectivity to cars.
4. What is this building?
5. Need to protect neighborhoods all along this route from impacts.
6. Will parking garages be impacted?
7. No one way traffic on 108<sup>th</sup> (SB only)
8. No one way traffic on 110<sup>th</sup> (NB only)
9. Being at grade downtown will cause traffic problems w/crossroads especially on NE 4<sup>th</sup> and 8<sup>th</sup>.
10. 10: Please no condemnation of partial takings in Surrey Downs.
11. 11: Bellevue City policy – no staging in neighborhoods if a practicable alternative exists. This planned staging in Surrey Downs is unacceptable.

12. Maintain site distance for bikes at columns.
13. Look at Bellevue bike and pedestrian plan.
14. East Main station is unnecessary. Eliminate it.
15. Destruction of and partial taking of property/single family residences violates City of Bellevue's best practices for light rail and the spirit and/or letter of Bellvue's zoning. Move route to commercial property on the NE corner of 112<sup>th</sup> and Main. Shift to north side of Main Street.
16. Delete East Main station.
17. How big is East Main station?
18. Like East Main station, but maximized accessibility is questionable...what feeds into it? Link to SE 8<sup>th</sup> park-and-ride?
19. East Main Station represents an incredible opportunity as a gateway feature (aesthetically) into Bellevue...if it's "dolled up" from an artwork and design standpoint.

## **Bel Red Corridor Workshop – Strip Plot Notes**

### **I-405 to 120<sup>th</sup> Ave NE**

1. Elevated alignment over 116<sup>th</sup> Ave NE
2. Want single corridor LRT and Rd.
3. Grade separate at 120<sup>th</sup> (2 comments)
4. Elevate or tunnel to avoid degradation of capacity and efficiency of expanded 120<sup>th</sup> Ave NE and eliminate conflict with Bellevue Lane

### **120<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE**

1. Project will have impacts to small businesses in this area along w/ Bel-Red plan
2. Concerned about limitations to future development
3. Traffic impacts along 120<sup>th</sup> and 124<sup>th</sup> and bicycle facility impacts along 120<sup>th</sup> and 124<sup>th</sup>.
4. Grade-separate 120<sup>th</sup>/124<sup>th</sup>
5. Cost to cross at grade and degradation to level of service should be paid by ST i.e. other developers.
6. I do not like this idea (refers to comment to cut and cover grade separate at C9T)
7. C9T cut and cover grade separate
8. How do pedestrians get to station – show more detail, show bus stops, etc. to station.
9. Lower station (refers to 124th Avenue Station)

### **124<sup>th</sup> Ave NE to 136<sup>th</sup> PI NE**

1. PNB is cornerstone of Bel-Red Arts District - Protect access and retain parking.
2. Elevate entire way.

### **136<sup>th</sup> to SR 520**

1. Make sure plan does not infringe on 520 expansion
2. Station location most central – Overlake neighborhood uses parking lot.
3. Maintain function at 136<sup>th</sup> and 16<sup>th</sup> by elevating east link.

## **Bel-Red Corridor Workshop – Flip Chart Notes**

### *Bel Red Segment Overview*

1. At grade/go under road crossings at 140<sup>th</sup>/148<sup>th</sup>
2. Eliminate 130<sup>th</sup> station-save \$
3. 124<sup>th</sup> developer should provide park-and-ride
4. Favor grade-separated 120<sup>th</sup> (why improve if train coming)
5. Prefer train and road (16<sup>th</sup>) in one corridor (uses too much land)
6. Grade separate NE 20<sup>th</sup>
7. Would two corridors take more space?
8. Grade separate 124<sup>th</sup> & 120th (Lost time over century at grade). (3 comments)
9. Station location interface with pedestrian bridge
10. Go straight from 116<sup>th</sup> do not use substation as a constraint
11. Nothing at grade
12. 136<sup>th</sup> Pl/140th station (Safeway) (4 comments)
13. Spacing poor ½ mile; 1 ¾ mile
14. People will walk a mile from home
15. Serve Highland CC
16. Too much in one corridor at 130<sup>th</sup>
17. Why highland community center picture shown?
18. Add station at 151<sup>st</sup> (Nintendo)

### *I-405 to 120<sup>th</sup>*

- Grade separation at 120<sup>th</sup>
- Consider going under 116<sup>th</sup> with a retained cut (and then cover just 116<sup>th</sup>) or put station under 116<sup>th</sup>
- Need parking at stations-more at 130<sup>th</sup>
- 116<sup>th</sup> heavily traveled-grade separate

- Winters House-consider relocating to south of park-and-ride (interpretive center & mitigate noise). Better access for the elderly. Don't like the Bellefiled idea. Buildings are sinking. Not as good historically in relation to slough. Hard to find.
- Any chance of tucking LRT up against proposed 15<sup>th</sup>/16<sup>th</sup> from I-405 next to 12<sup>th</sup> ST in front of PSE...puts station closer to hospital? (2 comments)
- Cross 12<sup>th</sup> at grade difficult. (Pedestrian bridge or tunnel).
- Cross 116<sup>th</sup> at grade difficult. (Pedestrian bridge or tunnel).
- What power source is the system using? Solar/electric? Are there different types of "hybrid" trains to use?
- Copper versus steel catenary wires. Why use copper on top wire?
- Don't like grade crossing at 116<sup>th</sup>. City of Bellevue should lower 116<sup>th</sup> and 124<sup>th</sup>.
- Quick needs to be the #1 priority.
- Are there typical types of structures used for ST?

#### 120<sup>th</sup> to 124<sup>th</sup>

- Ensure good pedestrian and bus connections to stations
- Preserve commuter rail
- Alignment from downtown with tunnel could be funded through "benefit district"
- 124<sup>th</sup> Plaza-concerned with impacts to further develop property due to rail and road improvements
- ST should pay 100% of D segment's costs
- Grade separation at 120<sup>th</sup> & 124<sup>th</sup> (2 comments)
- Prefer BNSF alignment therefore below grade at 120<sup>th</sup> & 124<sup>th</sup>
- City of Bellevue should lower 124<sup>th</sup> so light rail can go over

#### 124<sup>th</sup> St to 136<sup>th</sup> St

- Go faster, make efficient (the area is going to redevelop)
- More parking
- Move park-and-ride at 130<sup>th</sup> station to cement plant property because it's already open space
- Sidewalks needed at between 124<sup>th</sup> & 130<sup>th</sup> stations and n/s to those stations
- Need to plan for connections to the light rail how to connect neighborhoods to light rail stations. i.e. Vancouver's community shuttle c20, c19 lines
- Concern about safety issues along at-grade sections especially people crossing mid-block across tracks
- Grade separate 124<sup>th</sup> crossing
- Elevated-fit more transit capacity into narrow right-of-way, while maintaining existing driveway access

- Preserve existing access-implementation of vision for area will take decades
- Preference for elevated track

*136<sup>th</sup> to SR 520*

- Elevated alignment along 136<sup>th</sup>
- Elevated across NE 20<sup>th</sup> to avoid traffic, street extremely busy
- Do not impact PNB
- 1. Some Wilburton residents are concerned that the station is too far to walk to.
- 2. Wants parking near station (Stevenson residents)
- 3. Taking bus to any of stations defeats the purpose. Still have to park somewhere to take bus-no nearby park-and-ride near bus
- 4. Wants stop closer to Crossroads. Lots of economically challenged people needing transit

## **Strip plot notes – Downtown Bellevue Workshop**

### **C9T**

- Cut and cover on Main
- Elevated (comment appears to suggest elevated segment on 112<sup>th</sup> to NE 2<sup>nd</sup> connecting to 110<sup>th</sup>)
- Tunnel or at-grade (at NE 2<sup>nd</sup>)
- Ped. tunnel to hospital or moving sidewalk
- Would like tunnel or retained cut under NE 8<sup>th</sup> street along Lake Bellevue (above ground south of NE 8<sup>th</sup>)
- Move alignment, work with Athletic Club for development.

### **C11A**

- Not bad, it's okay. Better than I expected.

## Downtown Bellevue Workshop – Flip Chart Notes

### C4A

- Concerns
  - Noise on track at 108<sup>th</sup> and 12<sup>th</sup> NE.
  - Bellitini residents crossing street
  - Traffic impact on 8<sup>th</sup>, 108<sup>th</sup> and 110<sup>th</sup>
- No further north than 6<sup>th</sup>, keep out of residential areas.
- I prefer this alignment b/c it's cost effective.
- Are there options to move to the east?
- Are you taking a tree here? Where is the nearest station?
- Would like to see more downtown stations along 108<sup>th</sup> and 110<sup>th</sup>.
- Cut down big evergreen tree! And build a tall wall to keep the noise down. Keep this one! Do this one!

### C9A

- Hospital station – far away.
- Street car circulator gives more stops – don't want people driving b/c stops are too far apart.
- Short wait times is important
- 110<sup>th</sup> is too crowded. Elevated on 112<sup>th</sup> better option bus/car complaints. Slows traffic and trains.
- 110<sup>th</sup> is too far west.
- Make presentation available online.
- C11 is better for passenger transfer – bus/trains should share platform.
- Better not to have to cross –get buses going same direction as trains.
- Minimize bus/train transfer time.
- Streetcar circulator for trains in downtown
- Use NE 2<sup>nd</sup> and not Main Street

### C3T

- Ok option, but unlikely to get funding.
- Do you have a cost "range" as opposed to a set \$.
- What is the difference between retained cut and fill?
- Concerned about travel time from Redmond to get through Bellevue.
- Interest in doing cost analysis for line.
- Any ped connections planned to hospital? Ensure good transit connections.
- Prefer C3T – voted for service to downtown. Take a long-term look. Sound Transit should help figure out how to pay.
- Prefer any route that serves transit center. Voters approved route to serve Bellevue.
- Please avoid homes within construction area between 108<sup>th</sup> and 110<sup>th</sup>.

### C9T

- Underground access to transit center
- Move alignment farther east near Bellevue club
- Eliminate E. Main station to save money/go faster

- Like cut and cover in Main Street. (Avoid businesses) several people commented (might save \$\$ also).
- Make whole foods serve south side of 8<sup>th</sup> street.
- SW corner of 110<sup>th</sup> and Main: stage constraint to provide continuous access to business (dentist office = new building. (07).
- Direct line (520 to Redmond) w/more stops better than indirect
- Move short tunnel station around to 6<sup>th</sup>
- Move line to 2<sup>nd</sup> instead of Main – elevated tunnel along 112<sup>th</sup>, west onto 2<sup>nd</sup>, transition to tunnel or at-grade – avoids impacts to Main and 2<sup>nd</sup> appears to have much less traffic/real estate impacts.
- Do it right or shorten system. Wait for money.
- Stay on BNSF (miss downtown)
- Prefer C9 alternatives.
- Must serve downtown – not eastside of I-405.

## Appendix D: Email Comments

All comments in this section represent comments received by email between October 12 and December 14, 2009. The comments were transcribed and reviewed by staff, with a second reviewer to double-check the accuracy of transcriptions. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

## **South Bellevue Workshop – Email Comments**

**From:** Russell Clark  
**Sent:** Friday, October 16, 2009 3:11 PM  
**To:** Kuciembra, Katie  
**Subject:** Proposals to change the downtown to tunnel options crossing 405

Katie,

Thank you for taking the time to talk at the meeting on the 15th. As you have mentioned the city council and Kevin Wallace are pushing to change the preferred alternative thru downtown I would like to request an on-site meeting with you and any other parties that are involved

in this decision making process. As I'm sure your hearing from everyone regardless of where you go you will greatly impact someone. The original decision and choices for the preferred alternative was free of political pressure and influence by prestigious people in the community. I would again like to refocus the decision back to the best thing for the community and the reasons why the preferred alternative was chosen after considerable research was done.

I will not be available to attend the meeting on Nov 18th but I will have my attorney present. Your prompt attention to this matter is appreciated and look forward to meeting soon.

Russell Clark

P.S. I would also appreciate being put on the e-mail advisory list of ongoing decisions being made on this project.

**From:** Duane Goehner  
**Sent:** Monday, October 12, 2009 3:22 PM  
**To:** Kuciembra, Katie  
**Subject:** Light Rail viewpoint

Unfortunately we are not able to come to community meetings on this, but we do want to give our perspective. Dependability is critical for a commuter system. Having lived in Moscow, Russia in the 90s, I know how amazing a system can be, and I used it exclusively. The key factor: The trains were not hindered by traffic. Unfortunately the system that has already been built here, as the news reports indicate, has been delayed and hampered because it is at ground level. I am completely opposed to a ground level system that is interfacing with traffic, roads, peds. For me, you may as well NOT have it, because it adds too many problems. For instance, if I want to get to the airport, I do not want to wonder if a train is going to be delayed due to traffic issues, or having hit some person along the tracks, etc. The problem variables increase too much for dependability to me. IF a system is not hindered and intersecting with traffic, etc. I will use the system all the time (if the price is reasonable, and not at luxury liner costs!). But no doubt, if the train system is slow and delayed, the reputation will not only make it a system unused, but a system that will not recoup money from ridership.

One critical place of concern for me is downtown Bellevue. Your system is DOO

ED if you have at grad transport there. It has to be below grad, or you have a system that is not realistic. No doubt, cost cutting is a concern, but if you cut this cost for dig and cover, you have put the final nail in the coffin for me to use this system. As someone who heads to the Microsoft area, the mess and delay

for the train system going through a town like Bellevue is something I will completely avoid! And you will have an incredible gridlock in Bellevue with the cars. Already without the train factor, there are huge traffic delays there. I could only imagine if you would put through a train line!

I hope you are heeding the concerns of folks when they express the concerns about at grad Bellevue lines, and other areas. They are valid. And if your committee ignores them, they need to be held accountable with their personal assets! Because such poor decisions that go against good counsel should have consequences for those who make those decisions.

Duane Goehner

**From:** Paul Sweum  
**Sent:** Thursday, October 15, 2009 10:30 AM  
**To:** Kuciembra, Katie  
**Subject:** Good event last night

Hello Katie...thanks for helping to put on a great workshop last night!

I've always found the SoundTransit staff to be really friendly and approachable...and I believe when you're a transit authority that can go a long way when you're considering effects on communities, whether they're perceived as good or bad. Communication and reaching out to the public is important on many levels, including minimizing headaches for you and your colleagues before they spin too far out of control.

Case in point; the lady last night at the end of your presentation who claimed that residences were going to be condemned, when in fact they aren't.

Obviously you wouldn't be doing your job and in a community outreach role unless you had a passion for it. As a planner I sympathize with the challenges you have to go through — especially the night meetings and how that takes you away from your personal life.

If you haven't read this lately, I highly recommend it...it's about how NOT to behave if you're a transit authority...it contrasts (in a very bad way) with the approach that's taken with your agency today. Chances are your upper management have heard of Bob Moses, the old head of the Triborough Authority out of New York City, and the chaos that he caused from the 1940s–70s (especially after he got into housing projects following LaGuardia's departure – OMG). This should give you some history on many things related to transit and community outreach, and lots of other tidbits, such as how the interstate freeway system came to be – [The Power Broker](#). Ric Burns' documentary on New York City has other things on Moses, if you're a documentary type...totally fascinating stuff.

If there's a reference library at your HQ, the book might be there...and if not, I'd get a copy for the staff to read. It's the sort of thing I wish I'd been exposed to in graduate school. Here's some other interesting reads by Howard Kunstler: [The Geography of Nowhere](#) & [Home from Nowhere](#)...if you're views are left-leaning, much of it will make sense...if you're right-leaning, you'll think he's a deconstructionist nut job. Much of it goes back to New Urbanism, which of course ties into transit.

Anyway, long message here...thanks again. I'll be in touch about maybe organizing some sort of outreach event through that social marketing group Biznik. I'll send you an invite...it's totally professional and not akin to the sort of personal-leaning shenanigans you find on Facebook, so you're safe in terms of representing yourself as a SoundTransit employee. I like to think of it as a more interactive version of

LinkedIn. It's also free. If you join I could partner with you, and we could brainstorm on forming an informational event for folks to meet at, probably more on the informal side.

Talk to you soon...good luck tonight with the Bel-Red segment.

Tip o' the topper,

Paul R. Sweum,

**From:** W Clark Powell

**Sent:** Friday, October 16, 2009 11:40 AM

**To:** eastlink-mailbox shared,

**Subject:** Comments from this week's workshop, October 14, 2009

General Comments:

Mercer Island will suffer heavily from this project. Negative impacts are

1.) Construction disruptions

2.) Loss of express lanes

3.) Restriping of I-90 will remove shoulder lane and every stall car will cause a traffic jam, a situation that hasn't been seen on the floating bridge for decades.

4.) Light rail noise which was either overlooked by Sound Transit or hush up. Only now with the first functioning section do we find that these things make a lot of noise and the noise is distinct such that freeway noise will not mask it.

5.) The light rail project is basically a "parking lot" project with the bulk of riders coming from park and rides. This project will not reduce traffic on Mercer Island but will increase it as people from all over Mercer Island and mostly from the Eastside drive to the Mercer Island park and ride to use the light rail.

6.) Destruction of the Mercer Island business district by creation of new park and ride lot(s) where the Walgreens Drugstore is located.

Positive features of the project for Mercer Island are:

1.) A fancy electric train to replace the 550 bus route. This line might be several minutes faster but the increased speed will not compensate for the traffic delays in getting to the park and ride. My point here is that if Sound Transit wants to improve transit for Mercer Island then it will have to improve the present light rail plan. Two improvements that I have identified are:

1.) To reduce the increased traffic caused by light rail, two more light rail stops should be added to the eastlink on East and West Mercer Way. East Mercer Way has at least three high density buildings including Covenant Shores Retirement home, the Jewish Community Center, and the Mercer Island City Hall. Both additional stops will take traffic from the Mercer Island Park and Ride and will allow Island residents to use transit WITHOUT STARTING THEIR CARS. More stops on Mercer Island will make it much easier for Island residents to walk, bike, or catch a ride to the light rail. Without this improvement quality of life on Mercer Island will drop as a result of problems 1 to 6.

2.) Traffic Abatement: Since real public transit is really based on getting people to work WITHOUT STARTING THEIR CARS, the present south end of Mercer Island to Seattle bus routes, 202 and 205, should be increased by 30 runs per day. Along with the increased service, funding for direct marketing of this service should be started. For too long Sound Transit and Metro have taken the story book approach

of "if you build it, they will come." This is not the way to get riders in affluent neighborhoods. Sound transit needs to develop a way to match bus routes with riders who live and work on the same bus route and then needs to figure out how to point out to riders that they could walk out their door, walk a block, get on a bus, and while being free to read, talk or sleep, they can end up at their place of work. In affluent neighborhoods people don't ride buses because they can't afford to drive, they ride buses because it is comfortable and convenient and direct marketing is the way to point this out to them. If this traffic abatement was executed effectively, it would remove 2,000 to 3,000 cars from Mercer Island streets at rush hour.

Please consider doing something for Mercer Island to compensate for the damage the eastlink project is doing to Mercer Island. If Mercer Islanders find out how much their home is being trashed by this project in its present form you will encounter some serious, well financed opposition in the future. I would say that at this point no one on Mercer Island has paid that much attention to it so they don't know now how much damage it will do. They will find out some day and the results may not be desirable for Sound Transit.

W Clark Powell

**From:** Carl Stork  
**Sent:** Thursday, October 15, 2009 2:44 PM  
**To:** Kuciomba, Katie; eastlink- mailbox shared,  
**Subject:** Eastlink comments

Dear Ms. Kuciomba,

I've been observing the Eastlink process for some time and I attended the Bellevue High workshop last night. I was not aware of its limited scope, and I would like to offer broader input on the design and construction impacts of Eastlink.

I am a proponent of transit generally and light rail in particular, so I generally support what Sound Transit is doing. I very much wish more could be built, quicker and cheaper, and I am concerned that Link is overbuilt, resulting in less total transit for the dollars spent. We certainly spend more dollars and time per mile than virtually any other system anywhere. I do think Link is critical for our region, given that there will be a long-term decline in fossil fuels and concern about global warming. In addition to providing a fossil-fuel free method of transportation, Link should help encourage development and land use that is less energy intensive.

In particular, I think it is extremely important to build Link more quickly – I can't begin to understand why it will take 12 years – until 2021 for Eastlink to be operating. Construction should be compressed so that it takes at most 2-3 years to build, after the design phase is done. That reduces construction impact on people and gets the benefits sooner.

It seems that there are some hidden rules that were followed in picking the alignment: no residential houses torn down and no lanes of traffic lost. I don't think we can get an optimum design with those restrictions, and I think we should accept some compromises here to get a transit system that can serve more dense areas or be built more quickly and cheaply.

The downtown Bellevue area is by far the largest jobs center, retail destination and likely also the largest concentration of residents that could live within walking distance of a light rail station. I think it is critical that Eastlink serves the downtown Bellevue area effectively. The most recent proposal to locate the only station within downtown Bellevue at NE 4<sup>th</sup> & 110<sup>th</sup> NE seems to significantly reduce Eastlink's utility and impact on downtown Bellevue. It's really pretty far off in the corner of town, and the streets to both the

east and west are hilly. I realize that it is a result of the routing through the 112<sup>th</sup> corridor to keep the line in business/industrial areas.

However, a route that stays on Bellevue Way until roughly NE 4<sup>th</sup> St, and then curves and follows NE 6<sup>th</sup> St under/beside the BTC would allow for a station in the southwest of downtown area (e.g. Bellevue Way/Main/NE2nd) and complement a second station near BTC. These two stations would much more effectively serve downtown Bellevue and even the High School with a bit of a walk. This alignment would allow a 405 crossing near NE6th St, and a station on the east of 405 near autorow, serving both the hospital area and whatever gets redeveloped at autorow. I believe such an alignment could be a combination of elevated and at grade until entering a portal somewhere either near Bellevue Way/NE 4<sup>th</sup> St, or perhaps the Bartell/old Safeway parking lot, and still be a fairly short tunnel (roughly 6 "blocks" from 104<sup>th</sup> to 110<sup>th</sup>.)

Given that such an alignment serves Bellevue so much better than the snaking alignment east of 112<sup>th</sup>, I really think this should be reconsidered.

Sincerely Yours,

Carl Stork

**From:** Amy Sirr  
**Sent:** Thursday, October 15, 2009 5:04 PM  
**To:** eastlink- mailbox shared,  
**Subject:** South Bellevue workshop comments

I live in the Enatai neighborhood and attended the workshop this past Wednesday at the Bellevue High cafeteria. I received a lot of useful information and appreciate Sound Transit's efforts to keep the community informed. I use public transportation and am supportive of the B3S route. I wasn't able to turn in my participant workbook so I thought I'd just email my comments...

I liked the alternative that has been created for the S. Bellevue park-n-ride where the station is on the east side of the parking lot. This option would perhaps help a bit with noise and track height concerns for people living across the street from Bellevue Way. However, I was sad to see it would mean taking out the Bill Pace fruit stand. I was told that options are being looked at to replace it. I know the Winter's house has to be moved and have heard that it will probably be relocated near where it is now. If you do take out the fruit stand, I wonder if part of the Winter's house could be used in that capacity (probably too tricky since it's a historical landmark but thought it might be an idea to save money and perhaps draw more people into the Winter's house (does anyone ever go in there?))

As much as I would like to see my neighbors' concerns with the station mitigated, I do think that Sound Transit's primary goal should be making the light rail as efficient as possible so that when it is built and running people will actually see it as a viable transportation option. The slower the route becomes the fewer people will ride it. Therefore, if this option means a slowdown in travel time that is significant then I would prefer to see the original west facing station chosen. I also think in the long run it makes more sense to run the track straight down 112<sup>th</sup> rather than curving behind the Bellevue club. People moan and groan, and for good reason, but ultimately we need the light rail to be functional (fast). If the travel times and costs are not too great of a trade off then these options (behind Bellevue club and east of parking lot station at S. Bellevue Park-n-Ride) are great ways to help decrease objections to the B3 route.

Ultimately, I'm happy to leave these decisions to the engineers at Sound Transit and the city of Bellevue as I'm sure they are completely capable of making the right recommendations.

Thank you and please keep me on the mailing list for future updates.

**From:** Scott Lampe  
**Sent:** Thursday, October 15, 2009 6:20 AM  
**To:** eastlink- mailbox shared,  
**Subject:** Comments on South Bellevue Open House

Attached are my comments related to the open house last night at Bellevue High School.

Scott Lampe

Sound Transit wants to know how light rail can best serve **OUR** community.

**Please share these facts with them...**

Sound Transit, a taxpayer supported agency, is obligated to give equal weight, thorough study, analysis and engineering to the B7/Burlington Northern route.  
It is a viable, economically sound solution to a regional transit problem.

**SOUND TRANSIT --- WHEN WILL THE AGENCY FACE THE FACTS ???**

**Public Comment** Over 75% of those who commented on the East Link DEIS support the B7 alignment.

**Cost Savings** . B7 costs no more than B3. With B7, you get a direct link to future connections east to Issaquah and south to Renton. Paying the \$125 million (\$125,000,000) now to cross over the Mercer Slough makes a future eastward expansion less expensive. Why not build this bridge for future connections now and save money?

**Gaining Ridership** Utilizing B7 in today's dollars reduces future expansion costs east to Eastgate and Issaquah and more easily adding 11,000 riders daily to the light rail system.

**Ridership Numbers** Per Sound Transit's own analysis, there are negligible ridership differences between B7 and B3.

**Congestion** Using B7 and the BNSF right of way removes construction impacts from Bellevue Way, thereby decreasing gridlock and drivers finding alternate routes through adjacent neighborhoods.

**Noise** B7 is has only one curve, resulting in faster travel times and less "wheel squeal". Curves cost more money. B3 has three curves.

<b>Safety</b>	Grade separation increases speed and safety. B7 is grade separated. By Sound Transit's own analysis, B7 will have no or minimal impacts with regard to accidents. B3 is not grade separated
<b>City Policy</b>	Bellevue's Light Rail Best Practices and Comprehensive Plan Policies support the B7 route over all other Bellevue alignments proposed by Sound Transit. The Best Practices study took 1 ½ years and cost over \$400,000.00. The facts from this study should be applied to any East Link proposal.
<b>Access</b>	A SE8th/I-405 area station will serve Bellevue neighborhoods equally as well as the proposed South Bellevue Park and Ride by utilizing drop-off areas, linked bus service and multi-modal access. It will eliminate the need for both the East Main Station and the South Bellevue Park and Ride Station.
<b>Visual Blight</b>	The proposed station at the South Bellevue Park and Ride will reach a height of 75 feet. Rails will be 30 feet tall, electrical transmission lines will be 15 feet above that, and elevator access will be 30 feet above that!
<b>Wetland Impacts</b>	The South Bellevue Park and Ride is built on in-fill in a wetland, and could not be built today with current environmental regulations. The Bellefield Office Park is also built on in-fill in a wetland. The buildings continue to sink each year, and must utilize pumps for flooding. What will be the extent of impacts from a light rail train station in the Mercer Slough?
<b>Historical Impacts</b>	Choosing B7 leaves the Historical Winters House untouched. It is Bellevue's only public building on the National Register of Historic Places.

**For Further Information Contact The Surrey Downs East Link Committee: [scottlampe@msn.com](mailto:scottlampe@msn.com)**

**Increased Housing** House Bill 1490, defeated by a single vote in the 2008 Washington State Legislature, would have mandated a 50 unit-per-acre density (housing units) within a half-mile from ALL transit stations.

## Downtown Bellevue – Email Comments

**From:** Terry  
**To:** Katie Kucimba  
**Subject:** 10812 NE 12th Place Bellevue Home on Tunnel Route

Katie,

Who has the legal final say in which route will go through downtown Bellevue? Sound Transit or City of Bellevue? I'm not clear on who has the final say. Am I at the mercy of Sound Transit? Of the City of Bellevue? Or both? I am Terry Barr and I live at 10812 NE 12th Place, Bellevue WA.

**From:** H. Landig  
**To:** Kuciembra, Katie  
**Subject:** Bellevue presentation

Might utilization of the space above the Bellevue NE 8th/ I-405 interchange lower cost of property acquisition and slightly shorten the route? At the same time it would straighten the route, thus reducing operational cost. Please see attached sketch. (I am by no means an engineer or construction person, so there are probably all kinds of reasons for this not to work...)



**From:** Carl Stork  
**Sent:** Friday, November 27, 2009 9:45 AM  
**To:** eastlink- mailbox shared,  
**Subject:** Downtown Bellevue comments

Of all of the downtown Bellevue alignments, I prefer C11A which permits the Link station to be at the current Bellevue Transit Center and closer to the center of downtown Bellevue than any of the other alternatives, and allows for a well-suited station for the Hospital and potential development near 116th & NE 8th St. Carl Stork

**From:** Lesley Stuart  
**Sent:** Friday, November 20, 2009 6:17 PM  
**To:** eastlink- mailbox shared,  
**Subject:** Comment on So. Bellevue/Downtown Light Rail Project

Greetings,

Thank you for soliciting community input on this project. I was not able to attend the workshop last week due to illness, but would like to convey some concerns. I have heard that there may be political pressure put on new Bellevue City Councilpersons to alter the I-405 crossing from where it is currently in the plans to somewhere south of there. This would allow use of the existing BNSF railway line. I would NOT support this.

Please keep the light rail on the west side of I-405 until it crosses north of NE 8th. I live very close to where that old rail line crosses SE 5th and the rail traffic would be horrible. I know this, as it was bad enough when the Dinner Train and Boeing trains used the track until last year.

Thanks very much.

Sincerely,

Lesley Stuart

**From:** Mitchell Nudelman  
**Sent:** Saturday, November 21, 2009 7:31 AM  
**To:** Kuciomba, Katie  
**Subject:** Downtown Bellevue alternatives

I was unable to make the meeting on the 18th. I was wondering if there is any cost information out on the new alternatives C9-A and C11- A to compare to the chart showing the comparison of the current alternatives costs.

Thanks,

Mitch Nudelman  
Bellegrove Ob/Gyn

**From:** James P. Bridges  
**Sent:** Saturday, November 21, 2009 8:05 AM  
**To:** eastlink- mailbox shared,  
**Subject:** Downtown Bellevue Presentation 11-18-2009

Hi, Just wanted to pass on that all looks good from a rider prospective. All though after looking at the Potential New At-Grade Alternatives. I found At-grade alternative C11A more appealing. Maybe a possibility less in construction cost. With the trains pulling in to the Bellevue TC it will be more convenient for making train/bus connections.

Thank you,  
James

**From:** Michael Stanek  
**Sent:** Thursday, November 19, 2009 8:23 PM  
**To:** Kuciemba, Katie  
**Subject:** Eastlink Light Rail

Katie, I attended the public meeting at the City of Bellevue today and got a lot of information about the light rail coming to Bellevue. I live in downtown Bellevue currently and work downtown as well actually right next to the bus transit center on 108th. I am a civil engineer with experience in land development and currently work on airports. I am very interested in the light rail coming to the Eastside. I think rail is a much better way to travel than bus and the light rail will bring much needed relief to vehicle traffic to the city here. After attending the meeting today and having several of my questions answered I have several comments:

- 1) The best option for the light rail is one of the tunnel options. It is so much better to have a train system underground and out of the public's way like New York has. The only signs of the subway there are stairs every once in a while leading to the subway. I used to live next to an elevated train system in New Jersey that was pretty nice. That place had a huge parking lot for commuters like a park 'n ride so may not be as applicable to a downtown setting. Places like San Francisco with a street car like system are not as efficient. The rail on Martin Luther King works well because the road is so wide. Typically street cars impact vehicle traffic, pedestrian traffic, can create unsafe conditions and are annoying to hear. Elevated trains are a better alternative to street cars. Don't believe that street cars will enhance the downtown area at all. Look at the trolley near Lake Union. It is a terrible nuisance to drivers at an already confusing intersection.
- 2) 110th Street should not be used as an optional route. The road is too narrow to accommodate cars and the light rail. Even if it becomes a one-way road, it will still adversely affect traffic through that area. It will impact traffic flow to the Bravern which is Bellevue's newest and most invested developments. There are still a lot of empty spaces there that will need to attract tenants. I think that it is a good idea to have the light rail nearby, but not in front of the Bravern.
- 3) While the tunnel is the best option, unless it can be properly financed, then something else should be done. Please don't try some crazy taxing or financing scheme and borrow too much. If we don't have funds, then we don't have funds. Be financially responsible.
- 4) There has been an alternative route proposed by one of the council members at the City of Bellevue called the Vision Line. The Vision Line is a proposal for the train to use the old BNSF track that runs along I-405. I think that is probably the best option available and should be researched more. Since surface street rail is such a pain and will not enhance Bellevue's downtown at all, and the tunnel looks like it won't happen, then this option should be explored. The downside of it is that it is somewhat farther away from businesses, shopping, etc. But there could be a bus stop there just for the purpose of shuttling people between the train station and the bus center on 108th. It will keep impacts out of the immediate downtown, and would be cheaper to build. Thanks for your time.

Michael Stanek

**From:** Wilson Geegh  
**Sent:** Friday, November 20, 2009 12:52 PM  
**To:** eastlink- mailbox shared,  
**Subject:** Nov 18 Workshop Comments

Dear Sound Transit,

I attended the Nov 18 workshop and strongly support the preferred C4A surface route through Bellevue. It will be more convenient for riders than a tunnel, and a recent Sound Transit video demonstrated minimal traffic interference. I do wonder about using the south side of Main rather than the north side. I hope you are able to negotiate the roadblocks put up by NIMBY's as well as "tunnel vision" politicians and business people.

Wilson Geegh

**From:** Reiner Decher  
**Sent:** Friday, November 20, 2009 5:33 PM  
**To:** Kuciemba, Katie  
**Subject:** more comments

Dear Ms Kuciemba,

I stopped by to talk to you at the Bellevue mtg and mentioned the platform design issues at the ID station to allow for easy transfers from the Eastlink to the airport, perhaps burdened with luggage. I want to add the notion that events at the stadium station will similarly involved large crowds during games and it would be really appropriate to allow such crowds to proceed across the platform from the East to the stadium rather than up and over the tracks via stairs, escalators, or elevators.

One of these days I will make a trip to the ID station to see whether a central platform is feasible. In Munich Germany I have seen platform on both sides of the train with sign and audible suggestion to exit on the L to do one thing (a connection or street exit) and on the R to do another. That seemed to work quite well.

I agree with the ST determination that the one-seat trip is better from the East to the North, downtown and the U rather than going South. Fewer people are like to make that trip.

I am very interested in seeing whether the people objecting to the Blv Way, 112th route will accept and capitulate or whether this will remain a contentious issue. I am also following these ST2 happenings with an eye on Blv City Council whose membership has leaned toward a plurality of members in the pocket of the archenemy of light rail, Kemper Freeman.

Reiner Decher  
Prof. Emeritus  
U of Washington

**From:** Maury Miller  
**Sent:** Tuesday, November 24, 2009 9:03 AM  
**To:** Kuciemba, Katie  
**Subject:** East Link

Ms. Kuciembra:

I have been following the East Link project with interest. The most important aspect of the project is the route. The recent C9T is the best combination of cost and ridership. It goes close to the downtown core of Bellevue. This is key. Kevin Wallace's Vision Line is a mistake. It is an unfortunate product of NIMBYism. The line will require a people mover so there is access to the downtown core of Bellevue. If you add in the cost of the people mover to the Vision Line proposal, it will have the same cost as the C9T alternative. Bellevue needs a first class transit system and C9T will provide this.

Maury Miller

**From:** Men Lim

**Sent:** Wednesday, November 25, 2009 12:06 AM

**To:** Kuciembra, Katie

**Subject:** east link light rail meeting

Hi Katie,

I wasn't able to attend the eastlink light rail meeting on Nov 18th. I was wondering if you have meeting notes that you can share with me?

In Colorado, they just got done w/ their light rail project a few of years ago and I'm not sure if anyone from the Abella condo spoke to you/the representatives, but I have a couple of concerns about the light rail track being built on the 110th ave ne. My main concern is the noise from the construction and the train will make once it becomes operational.

- Was there any consideration of having the train run both north and south on 108th st?
- What time will construction be taking place on 110th ave ne? During the 405 highway construction near NE 4th st a couple of months back, there were a LOT of noise and the thin windows in these condos doesn't help.
- Will the light rail be running 24/7? If 24/7, how much noise is it going to make? In Colorado, every time a light rail train comes to a stop light, they always fire off the train's horn. Will the train drivers be doing the same thing here?

Thanks, Men

**From:** STEVE S OMOTO

**Sent:** Tuesday, November 24, 2009 8:33 PM

**To:** eastlink- mailbox shared,

**Subject:** East Link light rail: Downtown Bellevue Workshop

As a pedestrian and frequent user of Metro Bus Service at the Bellevue Transit Center, I'd just like to voice my support for the C9A at-grade alternative. I heard that this alternative is being considered because it avoids busy NE 8th St. For me, it avoids the NE 6th St (pedestrian walkway by the Galleria) which I use along with a lot of other Metro bus riders who approach the Bellevue Transit Center from the

west Bellevue side. In any event, I do hope consideration is given to provide an access to the Transit Center without having to cross the rail line.

I'd also like to add that I think cost is important and the tunnel alternative sounds nice, but, if I were to vote for a tax to fund the \$300 mil tunnel option, I would vote no.

Thank you for allowing these comments, Steve Omoto

**From:** Dwight Schrag

**Sent:** Tuesday, November 24, 2009 8:53 PM

**To:** Kuciemba, Katie

**Subject:** Re: Enhanced C9T concept

Hi Katie, We had good/open discussions with Surrey Downs leaders today; and they are meeting as a group tonight. They are searching for a good solution to rally around. We'd like to help get to some consensus for support so downtown interests can go home happy ..... and relax.

As ST has discovered by now, it's time to select maybe two good options for downtown; and then go to 30% engineering. Hopefully the Workshop provided some clarity of public input. **Politics should now get out of the way and let ST get to work.**

#1) I plan to suggest one potential approach to bring down costs of C9T ("enhanced C9T"). It needs some engineering reviews to see if it's even a viable possibility. Similar to one of the original elevated alternatives along 112th to 110th, but using a shortened tunnel instead, to get to the bus terminal area along 6th St. Sue Comis will recognize it. If technically feasible, it could avoid much cost; and provides great benefits to ST & downtown (my opinion). I'd guess BDA would probably be supportive + Surrey Downs, too.

#2) A further cost-reduction concept is very similar, staying elevated along 112th, accomplishing the same result with far lower costs; and even more great benefits. Engineers are needed again to assess. If this were my city to run for 100 years, I'd use this particular approach. My tag-name is "modified Vision" for sentimental benefit of Surrey Downs/South Bellevue folks. Initial reactions seemed positive ....we'll see? Not sure how BDA would respond? We'll see.

#3) If neither approach has any ST traction, my engineering idea-machine will be shut down. Mary and I can then rest easy knowing we did our very best to help bring common sense for challenging downtown planning issues. We will be quiet and take a long deserved vacation.

I'd suggest your best outreach efforts might focus on BDA and Surrey Downs. Betina Finley still seems fully engaged on North End. She's skilled with group dynamics. So is Cathy Jeffris. We're happy to discuss the situation with you anytime. We're much committed to helping reach a viable/cost-efficient consensus.

Fill us in what you learned from the Workshop inputs. Dwight & Mary Schrag

**From:** Dwight Schrag

**Sent:** Friday, November 20, 2009 9:11 AM

**To:** Van de Kamp, Bernard  
**Subject:** Enhanced C9T concept

Hi Bernard,

We didn't get opportunity with you at Wed's. ST workshop to discuss conceptual approach to reduce tunnel length for current C9T alternative by about 50%; and place downtown transit center station partially at-grade along NE 6th St. for ease of access to the Bus TC.

Large number of new downtown route concepts being floated out by ST at the workshop was interesting, plus vision-line idea, too.

As Bellevue works your December 10th timeline with ST for potential value of additional tunnel funding sources, we should discuss one more idea to see if it might be technically feasible to accomplish. If it is, the added costs for C9T additions (+\$300 million) might be cut by say 60% range.

It would be helpful to look at your concept/detailed C9T route drawings; elevations; and tunnel radius requirements for the downtown tunnel route. Can we pick a time with you to do that in coming days? I don't want to suggest another new concept to add to your pile of options ..... unless it is feasible to build.

Thanks, Dwight Schrag

**From:** Dennis Neuzil

**Subject:** Comments for Sound Transit Nov. 18, 2009 open-house for Downtown Bellevue East

Link LRT route alternatives

**Comments regarding the Nov. 18, 2009 ST East Link open house at Bellevue city hall addressing the downtown Bellevue segment route alternative concepts:**

It is my opinion that all surface alternative routings are totally inappropriate for the subject route segment:

- Reliability, capacity, and safety for LRT movements would greatly suffer.
- Roadway traffic operations, capacity, safety, access and circulation for both motorized and nonmotorized travel modes would be extremely and unacceptably adversely impacted.

Accordingly, the following alternatives should be given further detailed development and evaluation:

- **C9T -- cut-&-cover tunnel via 110th Ave NE and NE 6th St.:** This alt.'s station near the hospital vicinity NE 8th St is beneficially and therefore superior access-wise to C3T for hospital-bound passengers. A fully grade-separated covered walkway/trail should be provided to accommodate both pedestrians and bicycles (supplemented with an airport-terminal-style pedestrian-beltway) to link this station to the west side of 116th Ave at the Group Health/Overlake main buildings complex.
- **C9T-modified (Dennis Neuzil):** Same as above except replace the 110th Ave NE alignment segment with one in tunnel or cut/cover along 108th Ave NE.

- **Vision Line Coalition concept:** This alignment concept, recently proposed by the Vision Line Coalition to the City of Bellevue and Sound Transit, should be studied in-depth by both the city and Sound Transit. Its utilization of a part of the BNSF RR right-of-way and elevated alignment along 114th Ave NE downtown may offer substantially reduced construction cost and less cost-escalation risk versus the above alternatives -- while still providing acceptable-quality access to the office core via a grade separated covered walkway/pedestrian speed-ramp from its NE 6th St station. It is absolutely vital, however, that this alternative be able to accommodate a potential commuter rail train operation and the pending regional-class bicycle-pedestrian trail on the BNSF segment, as well as a major ped-bike trail on the 114th Ave segment (the Lake Washington Loop Trail).. This alternative's "hospital station" should also have the pedestrian/bicycle link to Overlake Hospital/Group Health as recommended above for the two C9T alternative variants.

Dennis Neuzil, Dr.Eng., P.E

**From:** Sue Olsen  
**To:** letters@bellevuerreporter.com  
**Date:** Thu, 19 Nov 2009 16:24:47 -0800  
**Subject:** Light Rail

Regarding the "New Light Rail Plan Avoids Downtown Core" I find Wallace's dubbed 'Vision Rail' a misnomer if ever there was one. It presents an inefficient plan that is not only lacking vision but irresponsible. Rapid transit has many purposes including serving the community, reducing traffic congestion and in the long term perhaps even improving the environment. This proposal with its "sort of near Bellevue" rail stop does none of these. Light rail should indeed and quite frankly especially serve the downtown core including the many residents, visitors, businesses and their employees and maybe even shoppers! Again this proposal does none of these and should it become the chosen route I can hear the nay-sayers now "no one uses light rail". Well that likely would be true since the proposed route would be essentially without a useful community purpose. I am old enough to remember the Forward Thrust projects voted on in the late 1960's. Thanks to a serious vendetta by Kemper Freeman Sr. one was defeated and that was light rail. Had it passed then we would now have an efficient transportation system/service in place and I might add at a far lower price. Please Sound Transit administrators do not accept this latest proposal.

Sue Olsen  
Bellevue

**From:** Craig Dalby [mailto:craigdalby@hotmail.com]  
**Sent:** Thursday, December 10, 2009 8:51 PM  
**To:** Kuciembra, Katie  
**Subject:** Comments on East Link Workshops

In July 2008 a Sound Transit document titled "Sound Transit 2: A Mass Transit Guide" stated that, "Because it runs on its own tracks separated from traffic, light rail is quick and reliable." A majority of Puget Sound residents agreed with that assessment and voted to expand our light rail system. But now, with some proposed alternatives for East Link, our regional light rail system is in jeopardy of becoming a long streetcar line, which would not be separated from traffic and would not be especially quick. To ensure that we get what we voted for, Link must be designed and constructed as a rapid transit system.

Local considerations drive a large part of Link's configuration. Many of the "slower" design options in the Link system are developed at the request of municipal officials and planners, who are concerned that elevated lines would be unsightly and faster moving trains would be noisier. But these issues can be addressed without diminishing the value our regional rail system. Sound Transit must work with local

governments to design routes and stations that address community needs, while still serving the regional purpose for which light rail was intended: to link communities together with fast transit.

Rather than lowering speed limits on freeways, sound walls are used to reduce noise impacts to adjacent residences. This same approach can be taken with East Link, and has been done already along much of the existing Central Link route. Sound walls should be considered for Link segments in south Bellevue, and through the planned neighborhoods in the Bel-Red corridor, including sections running in street medians. Vegetative screening on the outside of the walls could improve the aesthetics.

In-street routes and at-grade road- and pedestrian-crossings that slow the trains well below their potential speeds need to be avoided entirely. If elevated routes for Link aren't preferred for a particular area, street overpasses or underpasses could be built for the roads that will cross the line. With proper forethought these can be nicely designed structures that will enhance, rather than detract from, the appearance of the neighborhood.

The East Link segment through downtown Bellevue is especially problematic. A tunnel or elevated route is a must here, as all the proposed at-grade routes are hopelessly flawed. Sound Transit should continue to study this option, and work to find funding for it. However, if an underground route is unaffordable, Sound Transit must reconsider elevated alternatives.

Another area of concern is around Overlake, where current plans would have Link drop to street grade along NE 24<sup>th</sup> Street just before crossing an entrance to a shopping center located north of the street. This makes little sense. The Link route should continue on an elevated structure to near the Overlake station (or perhaps including the station itself), then drop to street level with no at-grade crossings. This would allow unfettered vehicle access to the shopping plaza and no speed reduction for the trains.

Of course, the best solution for each particular area will depend on the specifics of the site. But the overriding principle in designing Link should be keeping it separate from all other transportation routes.

In 2007 Joni Earl said that, "Every day Sound Transit and its partners work together to offer fast, reliable and convenient options to get out of traffic." We must work to ensure that East Link is fast and reliable by not placing it right in the middle of the traffic it's supposed to avoid.

## Appendix E:

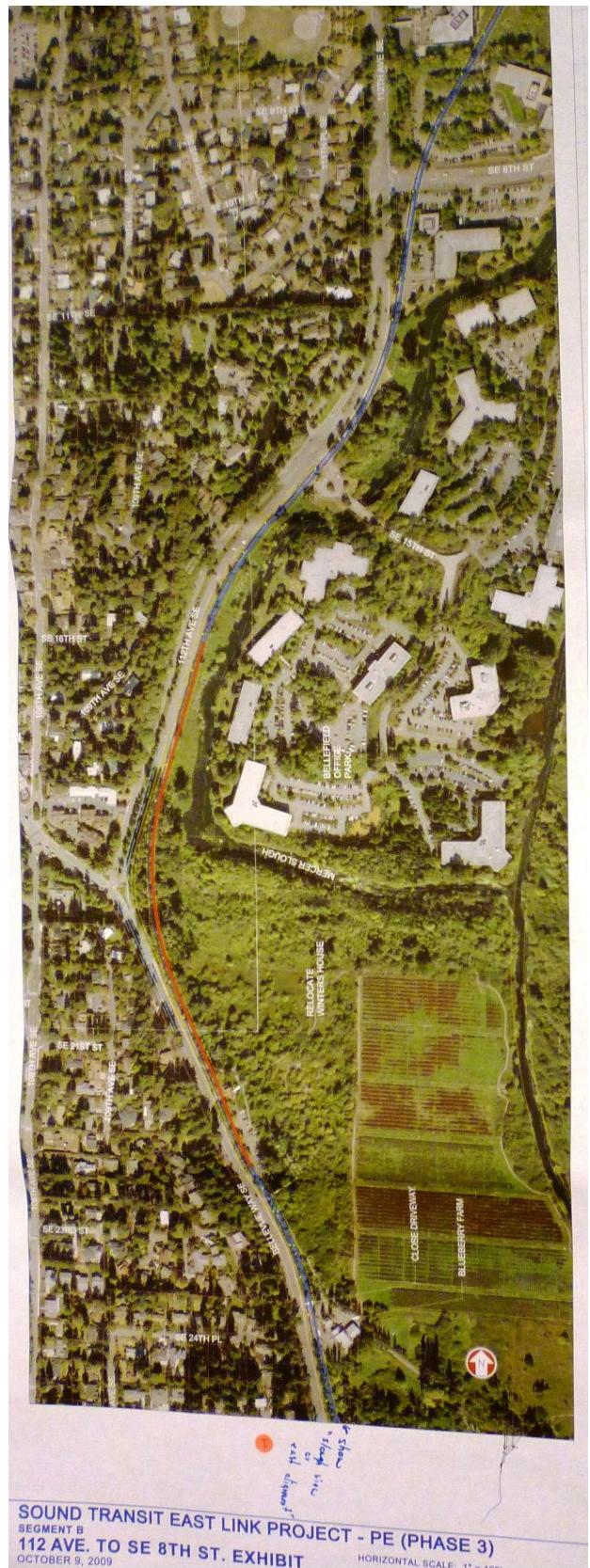
### Aerial Map Photos

## Aerial Maps with Comments

## **South Bellevue Workshop**



I-90 to 112th Ave SE



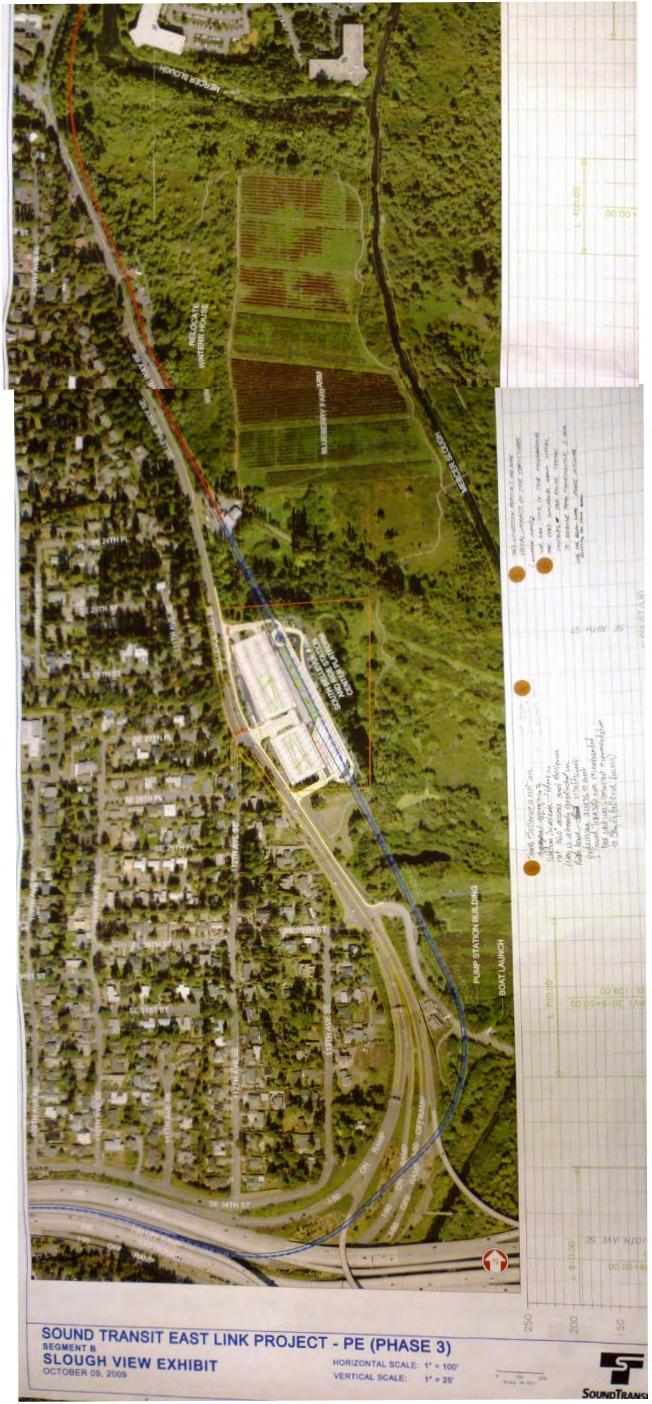
112th Ave SE to SE 8th St



## SE 8th St to Main Street

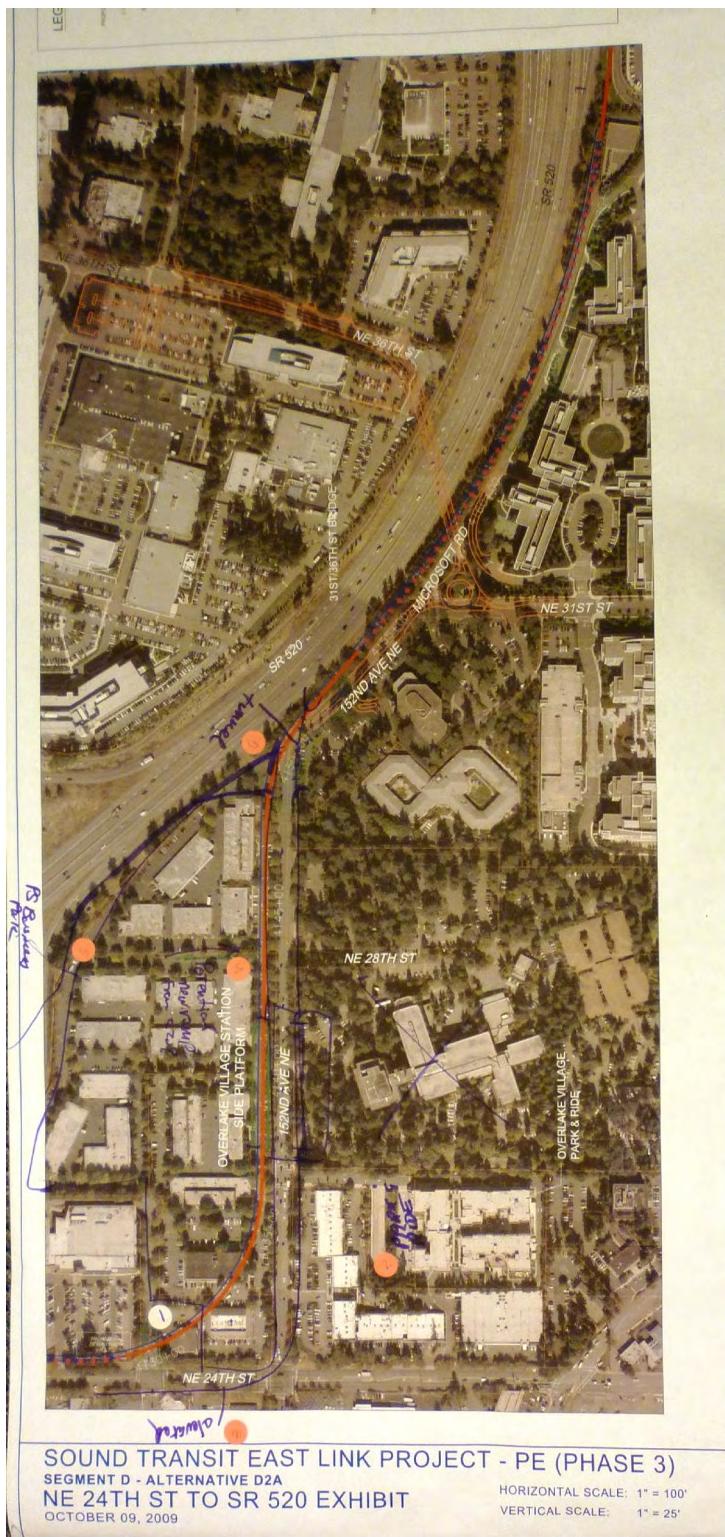
**SOUND TRANSIT EAST LINK PROJECT - PE (PHASE 3)**  
SEGMENT B CONNECTION TO SEGMENT C4A  
**SE 8TH ST. TO MAIN ST. EXHIBIT**  
OCTOBER 9, 2009      HORIZONTAL SCALE: 1" = 100'  
                         VERTICAL SCALE: 1" = 25'

HORIZONTAL SCALE:  $1'' = 100'$   
VERTICAL SCALE:  $1'' = 25'$

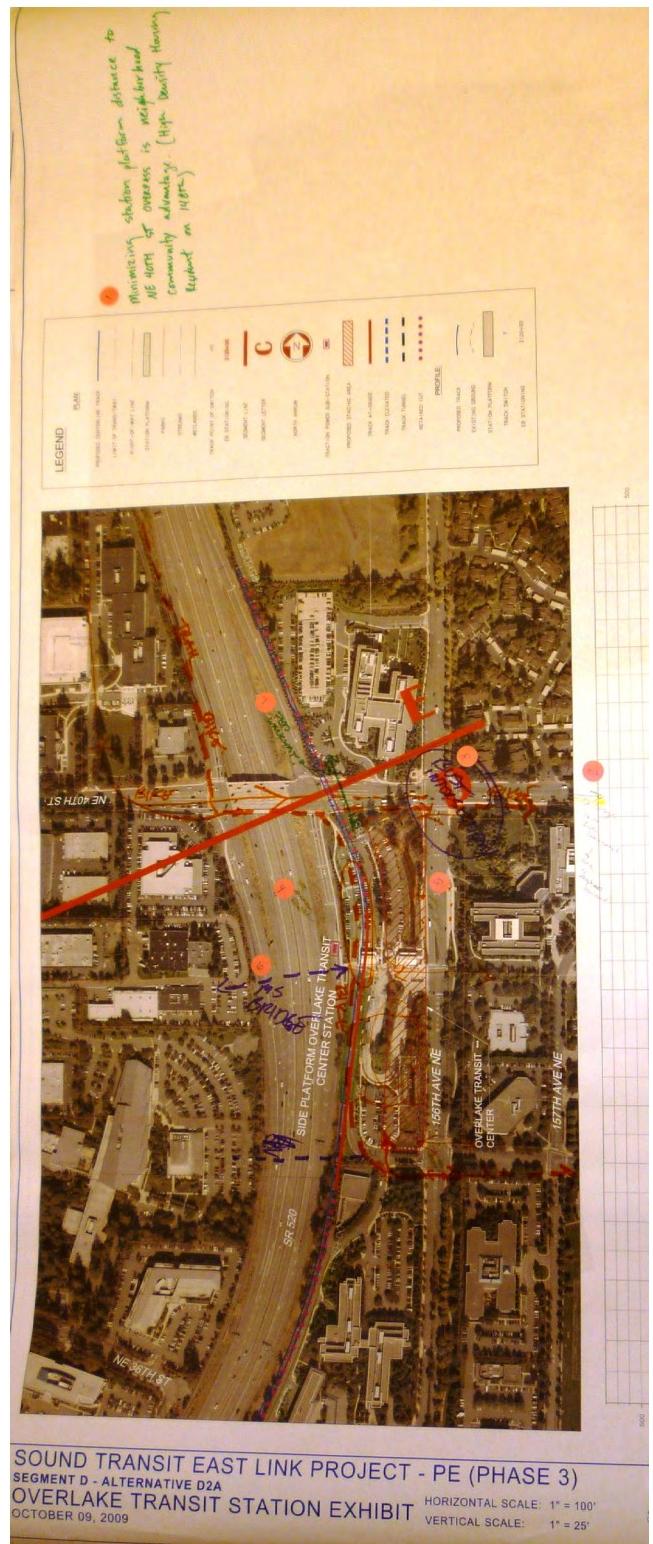


## South Bellevue Overview

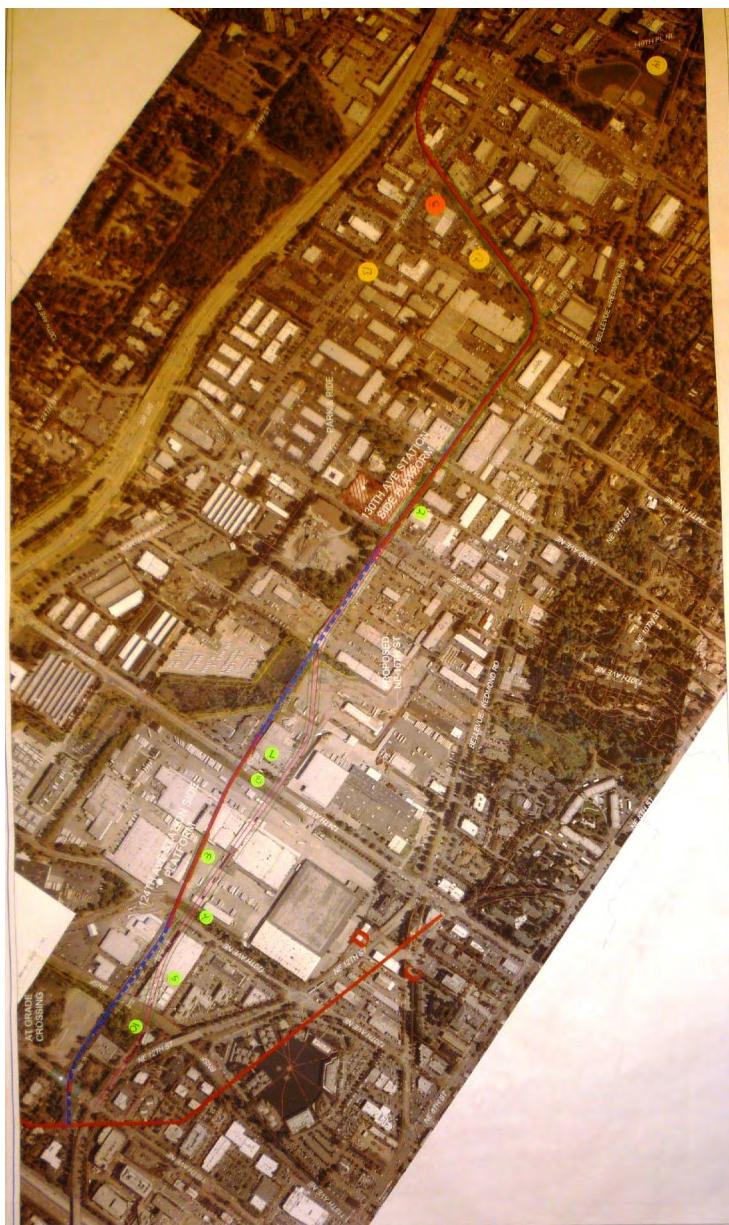
## Overlake Workshop



NE 24th St to SR 520



Overlake Transit Center



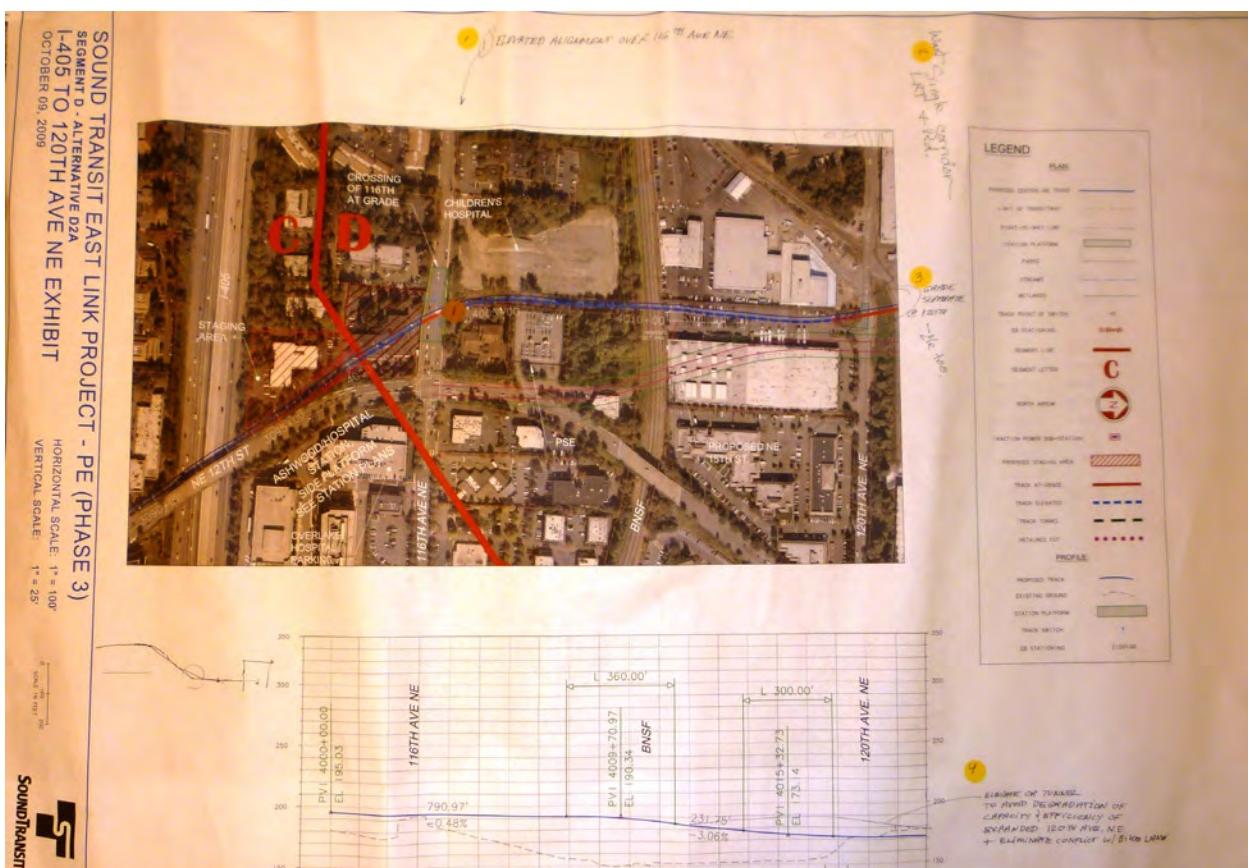
SOUND TRANSIT EAST LINK PROJECT - PE (PHASE 3)  
SEGMENT D - ALTERNATIVE D2A  
EXHIBIT  
OCTOBER 09, 2009

HORIZONTAL SCALE: 1" = 200'  
VERTICAL SCALE: 1" = 50'

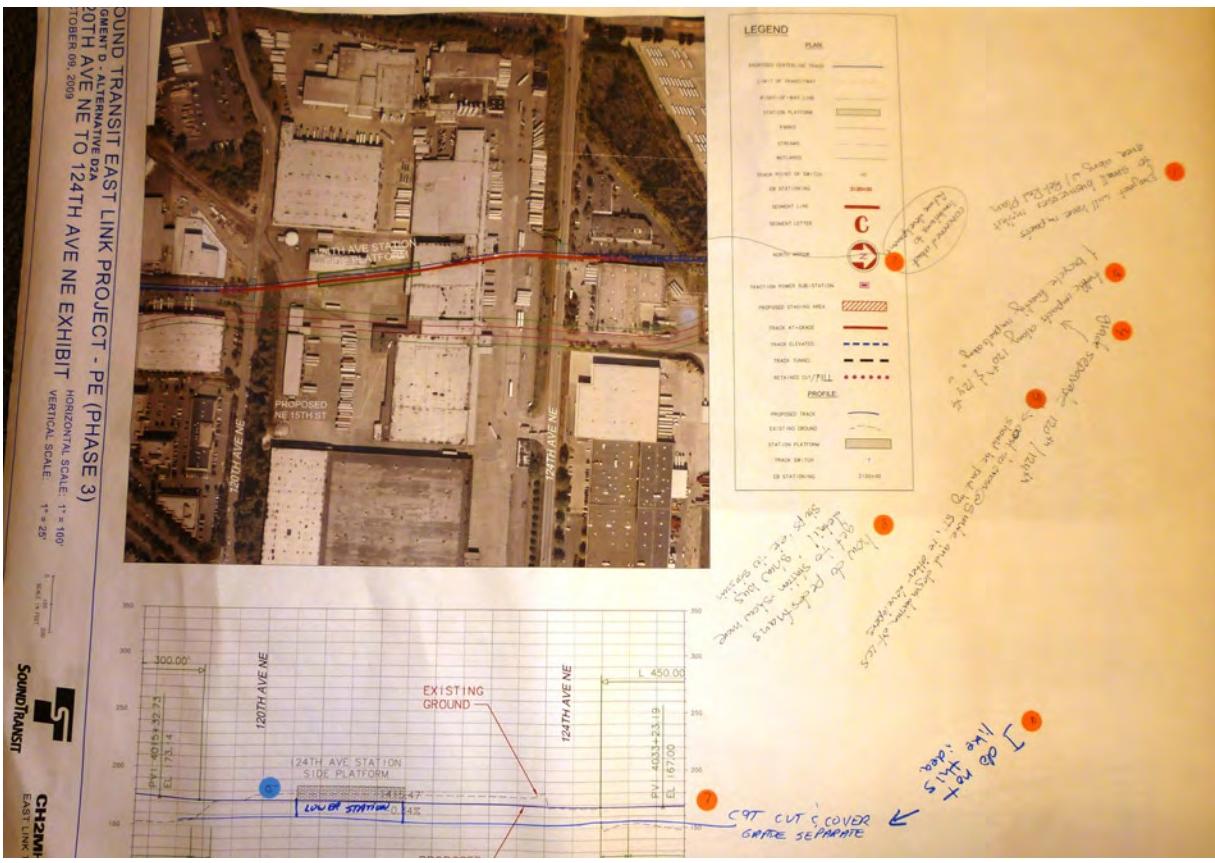
SCALE IN FEET

## Overlake/Redmond Segment Overview

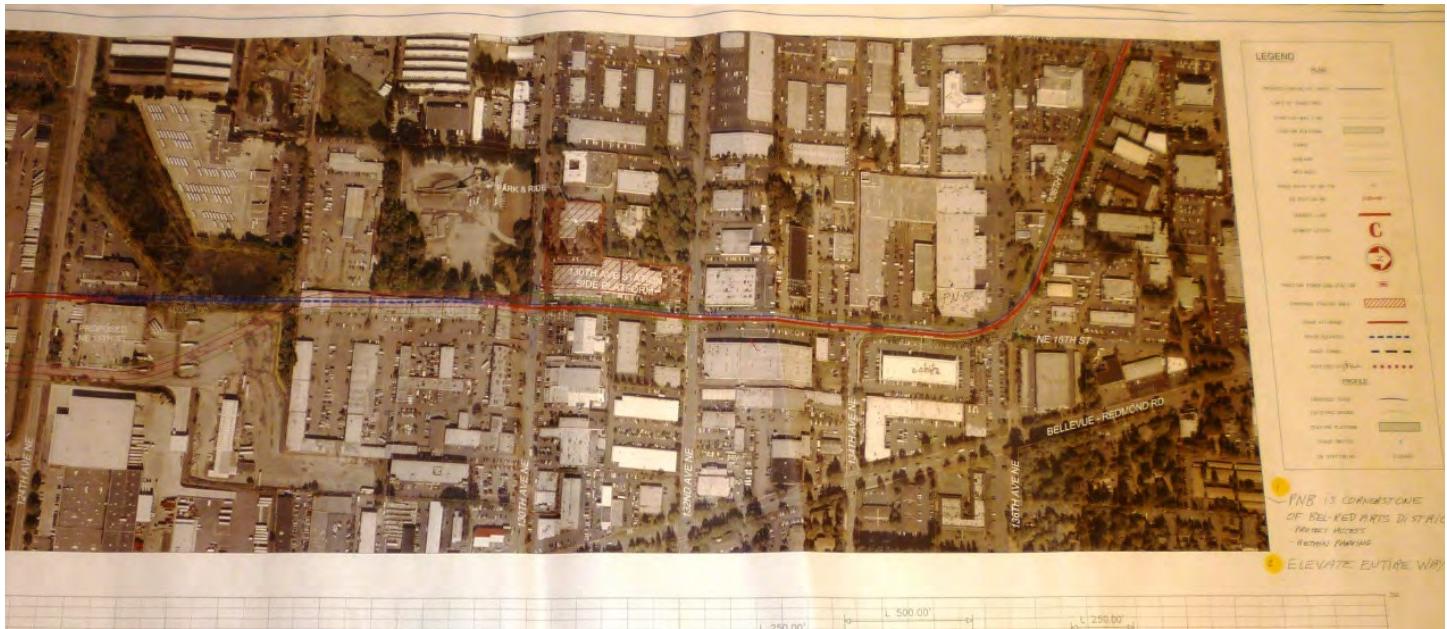
## Bel-Red Workshop



I-405 to 120th St



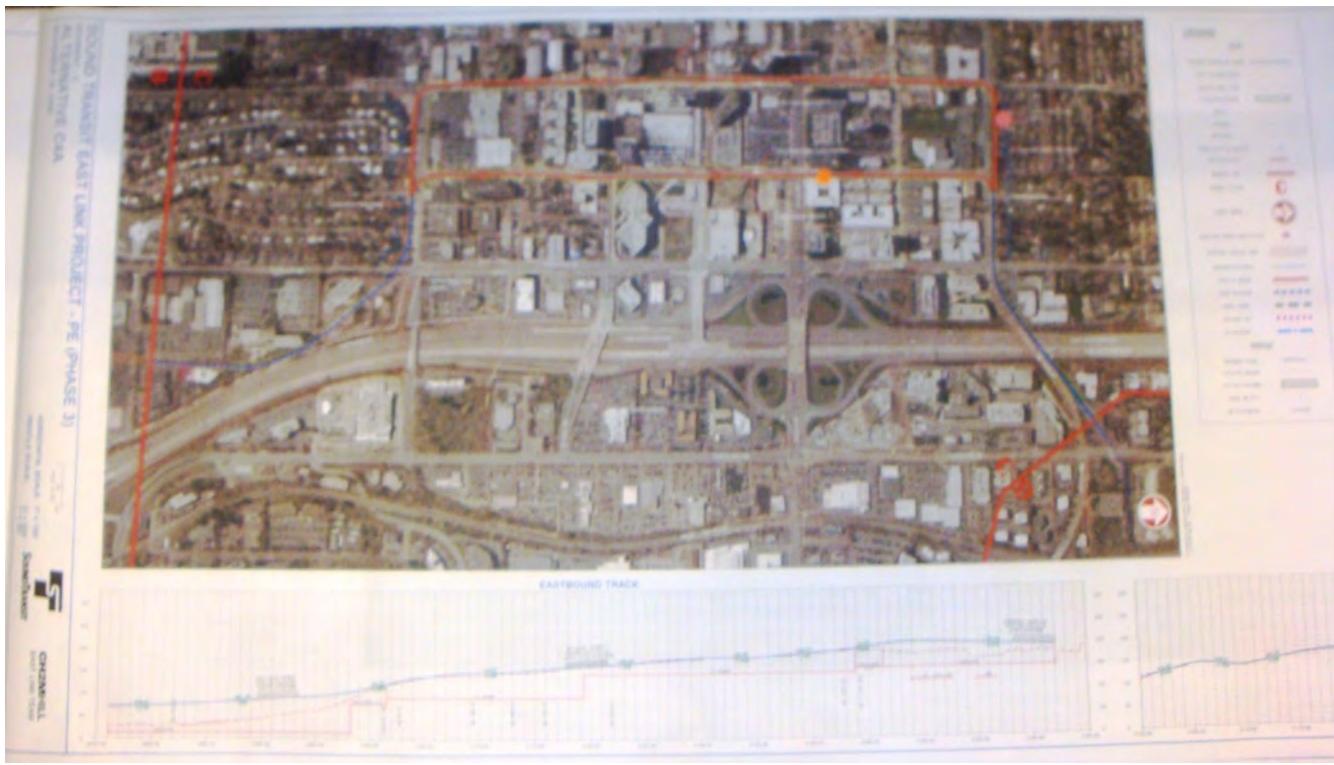
120th St to 124th St



124th St to 136th St



## Downtown Bellevue Workshop



C4A



C9T



C9A

SOUND TRANSIT EAST LINK PROJECT - PE (PHASE 3)  
SEGMENT-C  
ALTERNATIVE C9A  
Version 10, 2008

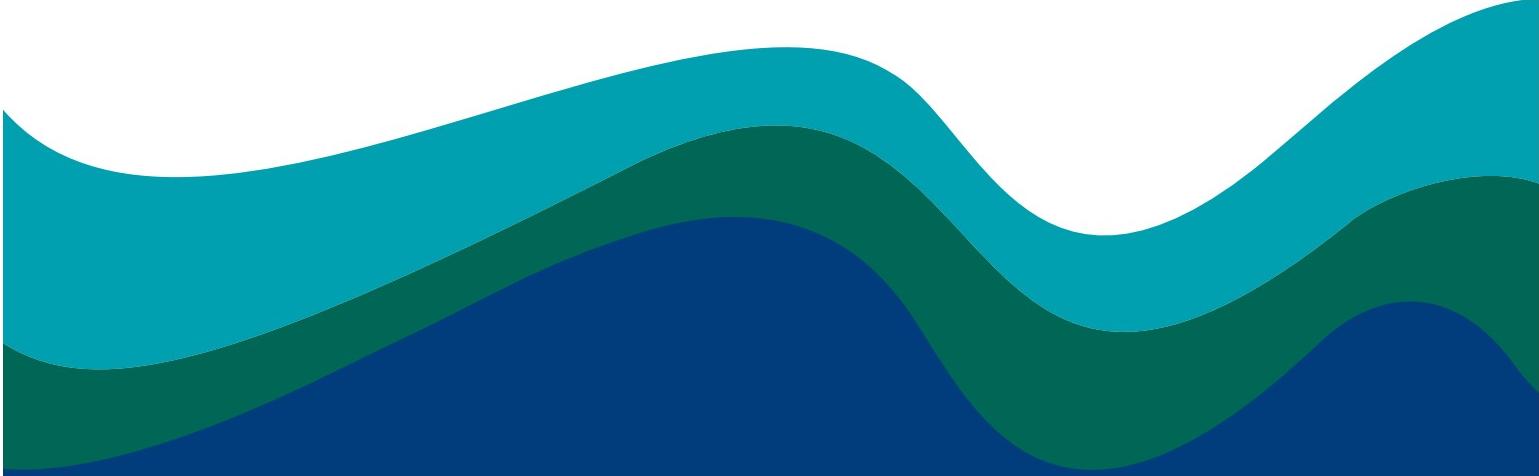
SOUND TRANSIT EAST LINK PROJECT - PE (PHASE 3)  
SEGMENT-C  
ALTERNATIVE C11A  
Version 10, 2008



C11A

## Appendix F:

# Workshop Handouts & Displays



# **East Link light rail:**

## **Overlake/Redmond Workshop**

## **Participant Workbook**

# Welcome!

During tonight's workshop, you will have the opportunity to:

- Learn about the East Link light rail system
- Talk to project staff
- Help us make the preferred alternative the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities & next steps
- Submit comments and sign up for electronic updates

## Agenda

### 5:00 p.m.

Open House: View display boards around meeting room and discuss project elements with staff.

### 5:30 p.m.

Presentation: Introduction and overview of workshop purpose and goals, current project status and East Link preferred alternative.

### 6:00 p.m.

Workshop: Participants discuss key issues by geographic area with staff.

### 7:30 p.m.

Meeting adjourns

## East Link Timeline

2009–2010 Preliminary Engineering



2010–2012 Final Design



# Project Status

## What's happening with East Link?

- Sound Transit is designing the preferred alternative, including making modifications that were identified by the Sound Transit Board of Directors.
- The project is currently in the preliminary engineering phase and Sound Transit is soliciting public comment.
- Review timeline for Supplemental Draft Environmental Impact Statement (EIS) with Federal Transit Administration.
- Now and in coming months, the East Link project team will be collecting critical survey information, including drilling geotechnical borings, needed to create a base map of the preferred alternative.
- A Final EIS is being prepared using the preferred alternative, as well as the other alternatives from the Draft EIS. The Final EIS will document and respond to all comments received during the Draft EIS comment period.
- In 2010, following completion of the Final EIS, the Sound Transit Board will make a final decision on the East Link project scope.

## What is Preliminary Engineering?

During this phase, the project design will be developed to the 30 percent engineering design level. This means the alignment and station design will be further defined. After preliminary engineering, the project will enter into final design. Before construction, the project will reach 100 percent design.



2013/2014 Construction

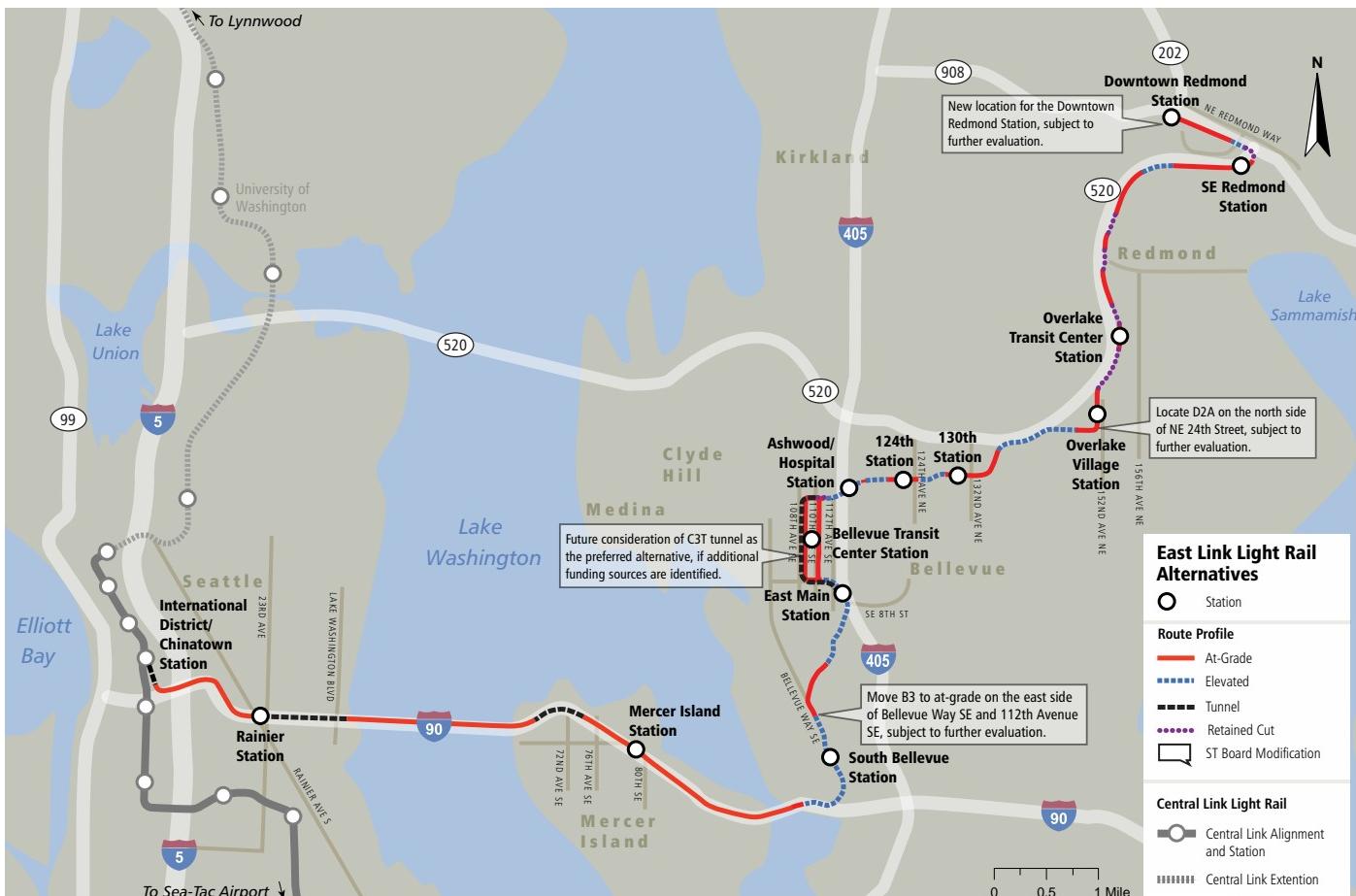


2020/2021 Service Begins

# Overlake/Redmond

## Overview

Please use this workbook to record your thoughts and to provide comments regarding the preliminary design of the East Link preferred alternative. Feedback gathered at tonight's workshop will inform the project team as they work through key design issues along the preferred route and stations for Overlake/Redmond corridor.



Preferred Alternative Identified by Sound Transit Board

# We Want to Hear from You

## Overlake Preferred Alternative Map

Comments:



Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Subject to further evaluation, the route will be on the north side of Northeast 24th Street in the Overlake Village area.

### East Link Light Rail Preferred Alternative

■ Station

P Parking

#### Route Profile

— At-Grade

— Elevated

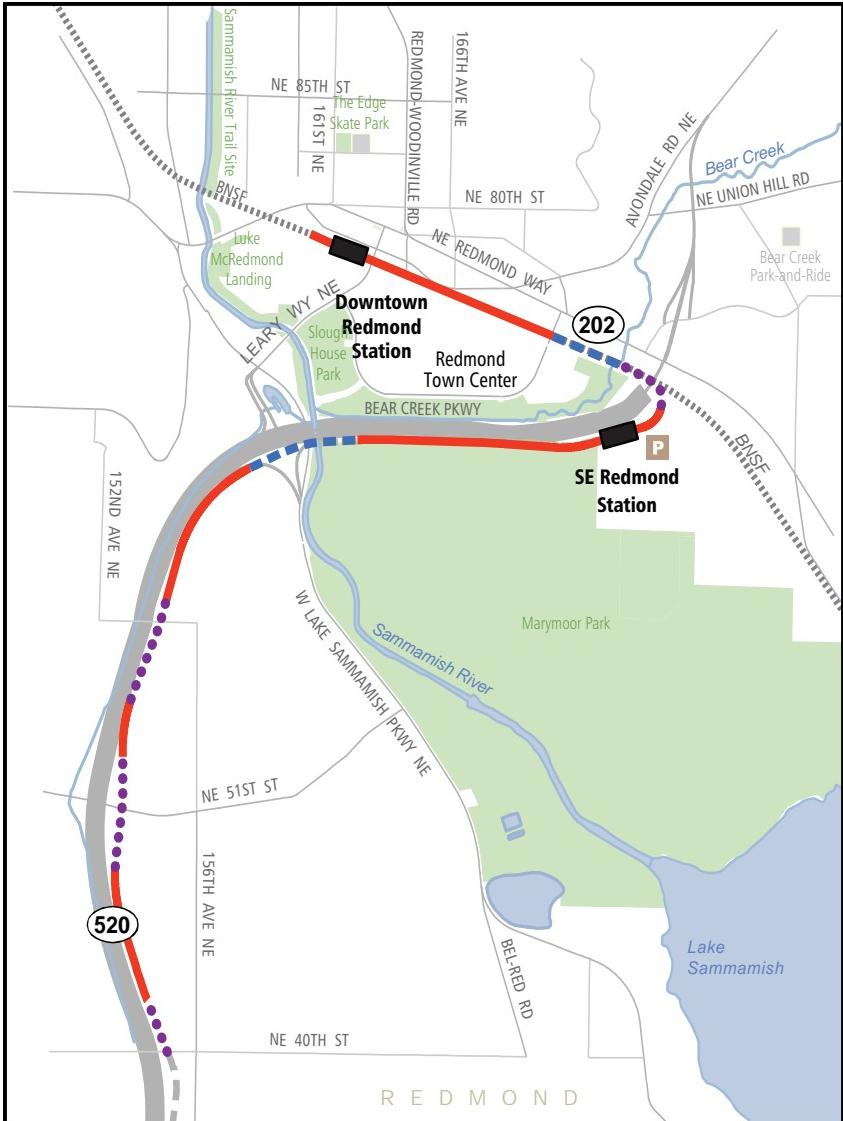
— Tunnel

••••• Retained Cut

# We Want to Hear from You

## Downtown Redmond Preferred Alternative Map

### Comments:



Although funding has not been approved for construction of the segment between Overlake Transit Center and downtown Redmond, voters did fund preliminary design and environmental study. The Sound Transit Board identified a future route running along State Route 520 and the northern edge of Marymoor Park to a station in downtown Redmond. A terminal station near Redmond's Town Center is under evaluation.

## **East Link Light Rail Preferred Alternative**

Station

P Parking

## Route Profile

- At-Grade
  - Elevated
  - Tunnel
  - Retained Cut

# Overlake/Redmond

1. What are your comments regarding the East Link project?

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3. What are the important neighborhood characteristics Sound Transit should consider? (i.e. consider school bus routes along \_\_ street, pedestrian connections at \_\_ location)

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2. As Sound Transit refines the preferred alternative in Overlake and Downtown Redmond, what should Sound Transit consider?

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4. Are there unique access needs in Overlake or Downtown Redmond that Sound Transit should be aware of?

- Station access?

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- Pedestrian/bicycle access?

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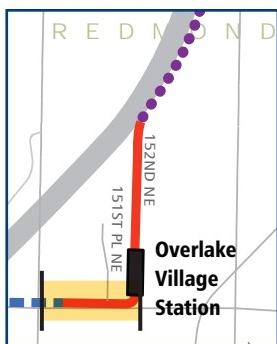
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# Key Features

148th Ave NE to 152nd Ave NE



## 148th Ave NE to 152nd Ave NE

- Alignment on north side of NE 24th St
- Access needs for Safeway shopping center and PS business park

Comments:

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NE 24th St to SR 520



## NE 24th St to SR 520

- Serves Overlake Village Park-and-Ride/Transit Oriented Development
- Side-running alignment

Comments:

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Overlake Transit Center



## Overlake Transit Center

- Overlake Transit Center redesign
- Expanded park-and-ride

Comments:

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Downtown Redmond Station



## Downtown Redmond Station

- New station location near mixed-use development
- Pedestrian connection to transit center

Comments:

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If you would like to receive project updates, please provide the following:

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

E-mail \_\_\_\_\_

Telephone \_\_\_\_\_

Please check your preferred way of receiving project updates:  E-mail       Mail

[www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)



Please provide your completed workbook to staff.  
Comments may also be mailed or e-mailed:

***Mailing address***

Sound Transit  
**Attn:** Katie Kuciomba  
East Link light rail  
401 South Jackson Street  
Seattle, WA 98104

***Contact***

eastlink@soundtransit.org  
206-398-5459

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or e-mail accessibility@soundtransit.org

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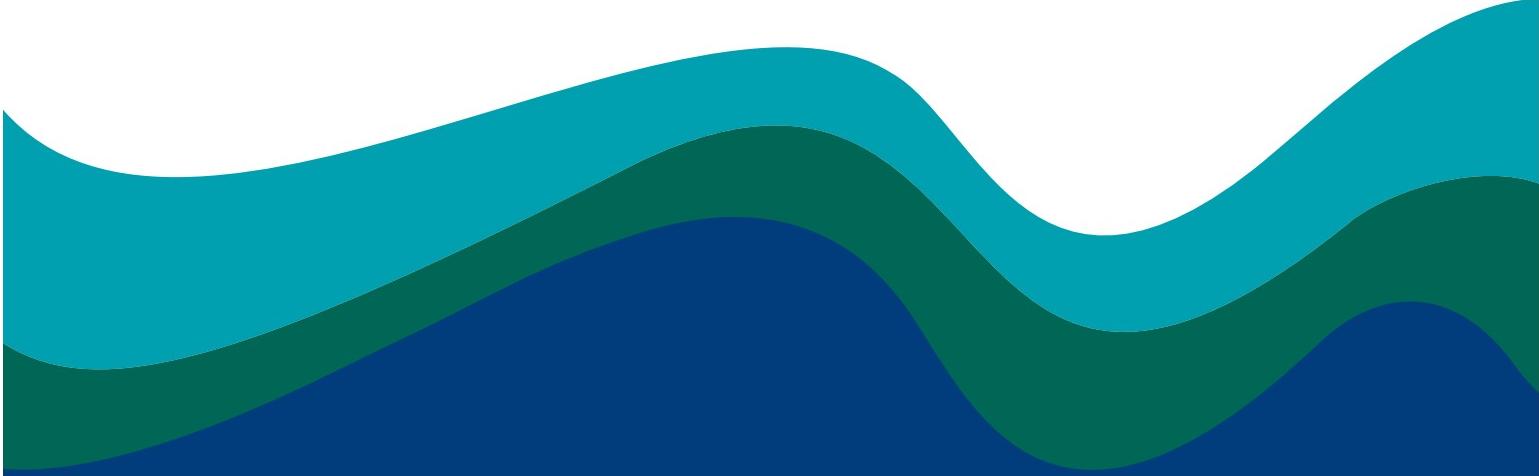
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Upang makipag-usap sa Sound Transit ukol sa imungkahing Link light rail na proyekto sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в восточной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyên chở công cộng đường hỏa xa nhẹ Link tại Phiá Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سیک راه اهنی در کینگ شرقی با شماره ۱-۸۰۰-۸۲۳-۹۲۳۰ در ساعت کاری تماس بگیرید برای گفتگو با سوند ترانزیت.



# **East Link light rail:**

## **South Bellevue Workshop**

## **Participant Workbook**

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2013/2014 Construction



2020/2021 Service Begins

# South Bellevue Segment

## Overview

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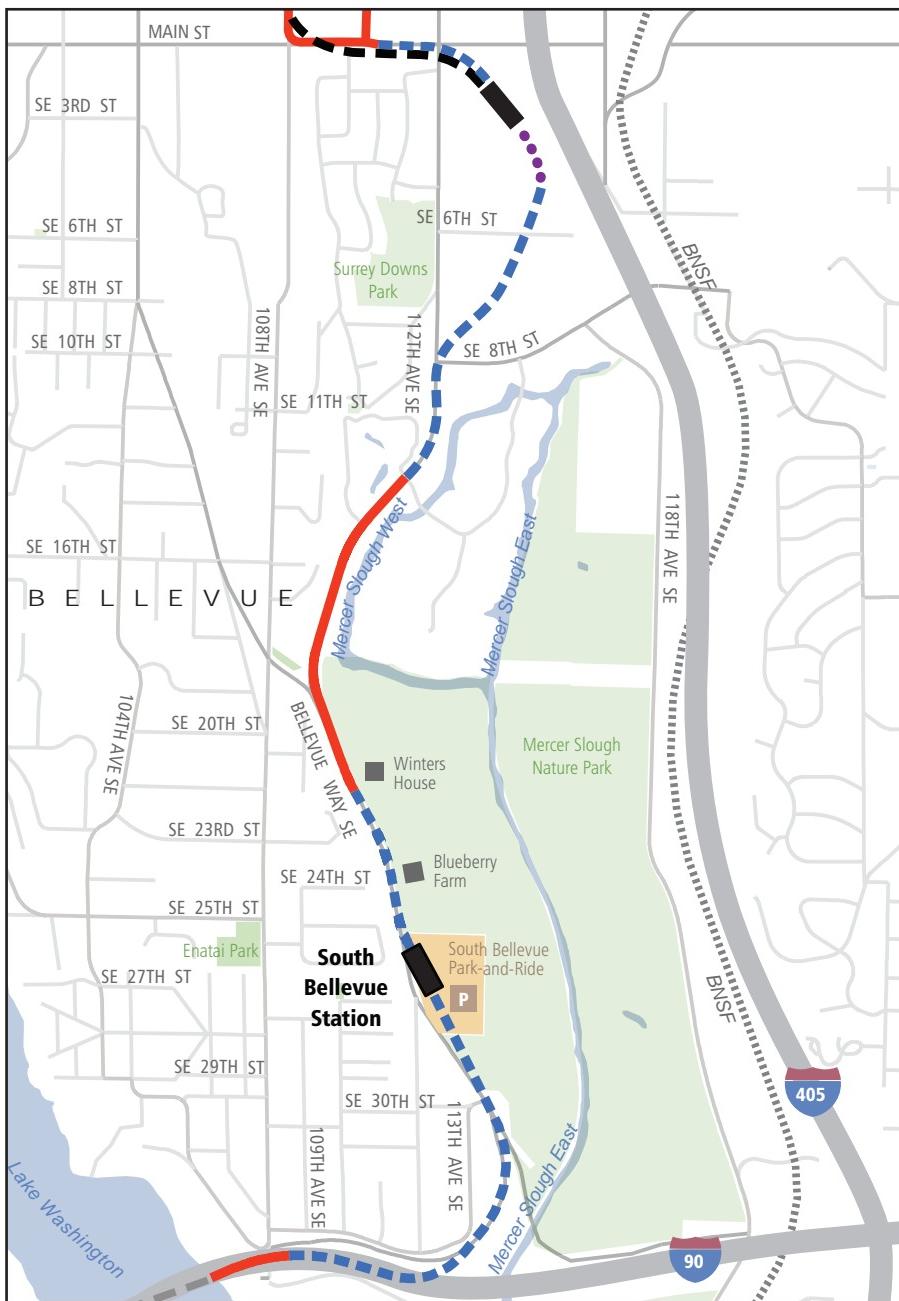


Preferred Alternative Identified by Sound Transit Board

# We Want to Hear from You

## **South Bellevue Preferred Alternative Map**

### Comments:



Trains will run from I-90 north along Bellevue Way Southeast and 112th Avenue Southeast with a station serving south Bellevue. Subject to further evaluation, the route will be on the east side of Bellevue Way and 112th Southeast.

## **East Link Light Rail Preferred Alternative**

Station

P Parking

## Route Profile

**— At-Grade**

■ Elevated

----- Tunnel

..... Retained Cut

10 of 10

# Comment Form

1. What are your comments regarding the East Link project?

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2. As Sound Transit refines the preferred alternative (B3S) in south Bellevue, what should Sound Transit consider?

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3. What are the important neighborhood characteristics Sound Transit should consider? (i.e. consider school bus routes along \_\_ street, pedestrian connections at \_\_ location)

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4. Are there any unique access needs in south Bellevue that Sound Transit should be aware of?

- Approaching or exiting I-90?

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- On Bellevue Way?

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- On or near 112th Avenue SE?

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- Pedestrian/bicycle access?

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# Key Features

I-90 to 112th Ave SE



## I-90 to 112th Ave SE

- South Bellevue Station
  - Park-and-Ride expansion to 1400 spaces
  - Bus connections
  - Drop-off and pick-up
  - Pedestrian and bike access
  - Bicycle parking
- Side running alignment on the east side of Bellevue Way
  - Possible Winters House relocation
- Elevated alignment transitions to at-grade
- Preserves High-Occupancy-Vehicle direct access from ramps to and from I-90 toward Seattle

Comments:

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112th Ave SE to SE 8th St



### 112th Ave SE to SE 8th St

- Side-running alignment (east)
- At-grade alignment transitions to elevated
- Options for at-grade or elevated alignment at SE 15th Street crossing

Comments:

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SE 8th St to Main Street



### SE 8th St to Main Street

- Elevated alignment
- Straightened alignment to minimize property impacts north of SE 10th St.
- East Main Street station

Comments:

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If you would like to receive project updates, please provide the following:

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

E-mail \_\_\_\_\_

Telephone \_\_\_\_\_

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Please provide your completed workbook to staff.  
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***Mailing address***

Sound Transit  
**Attn:** Katie Kuciomba  
East Link light rail  
401 South Jackson Street  
Seattle, WA 98104

***Contact***

eastlink@soundtransit.org  
206-398-5459

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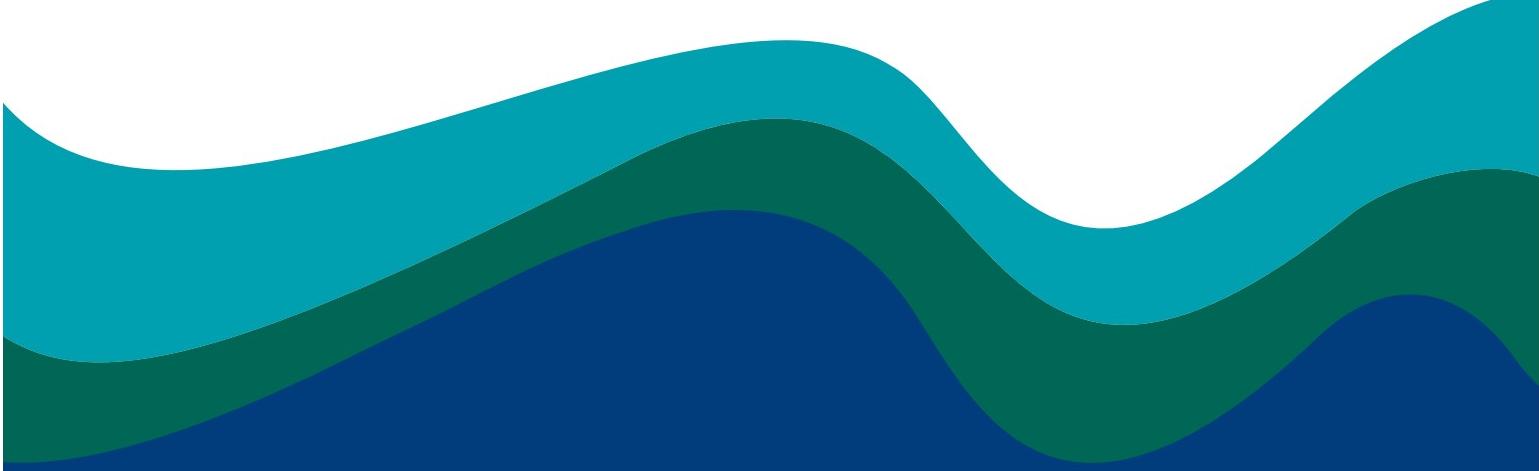
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درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سیک راه اهن در کنگ شرقی با شماره ۱-۸۰۰-۸۲۳-۹۲۳۰ در ساعت کاری تماس بگیرید برای گفتگو با سوند ترانزیت



# **East Link light rail: Bel-Red Corridor Workshop Participant Workbook**

# Welcome!

During tonight's workshop, you will have the opportunity to:

- Learn about the East Link light rail system
- Talk to project staff
- Help us make the preferred alternative the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities & next steps
- Submit comments and sign up for electronic updates

## Agenda

### 5:00 p.m.

Open House: View display boards around meeting room and discuss project elements with staff.

### 5:30 p.m.

Presentation: Introduction and overview of workshop purpose and goals, current project status and East Link preferred alternative.

### 6:00 p.m.

Workshop: Participants discuss key issues by geographic area with staff.

### 7:30 p.m.

Meeting adjourns

## East Link Timeline

2009–2010 Preliminary Engineering



2010–2012 Final Design



# Project Status

## What's happening with East Link?

- Sound Transit is designing the preferred alternative, including making modifications that were identified by the Sound Transit Board of Directors.
- The project is currently in the preliminary engineering phase and Sound Transit is soliciting public comment.
- Review timeline for Supplemental Draft Environmental Impact Statement (EIS) with Federal Transit Administration.
- Now and in coming months, the East Link project team will be collecting critical survey information, including drilling geotechnical borings, needed to create a base map of the preferred alternative.
- A Final EIS is being prepared using the preferred alternative, as well as the other alternatives from the Draft EIS. The Final EIS will document and respond to all comments received during the Draft EIS comment period.
- In 2010, following completion of the Final EIS, the Sound Transit Board will make a final decision on the East Link project scope.

## What is Preliminary Engineering?

During this phase, the project design will be developed to the 30 percent engineering design level. This means the alignment and station design will be further defined. After preliminary engineering, the project will enter into final design. Before construction, the project will reach 100 percent design.



2013/2014 Construction

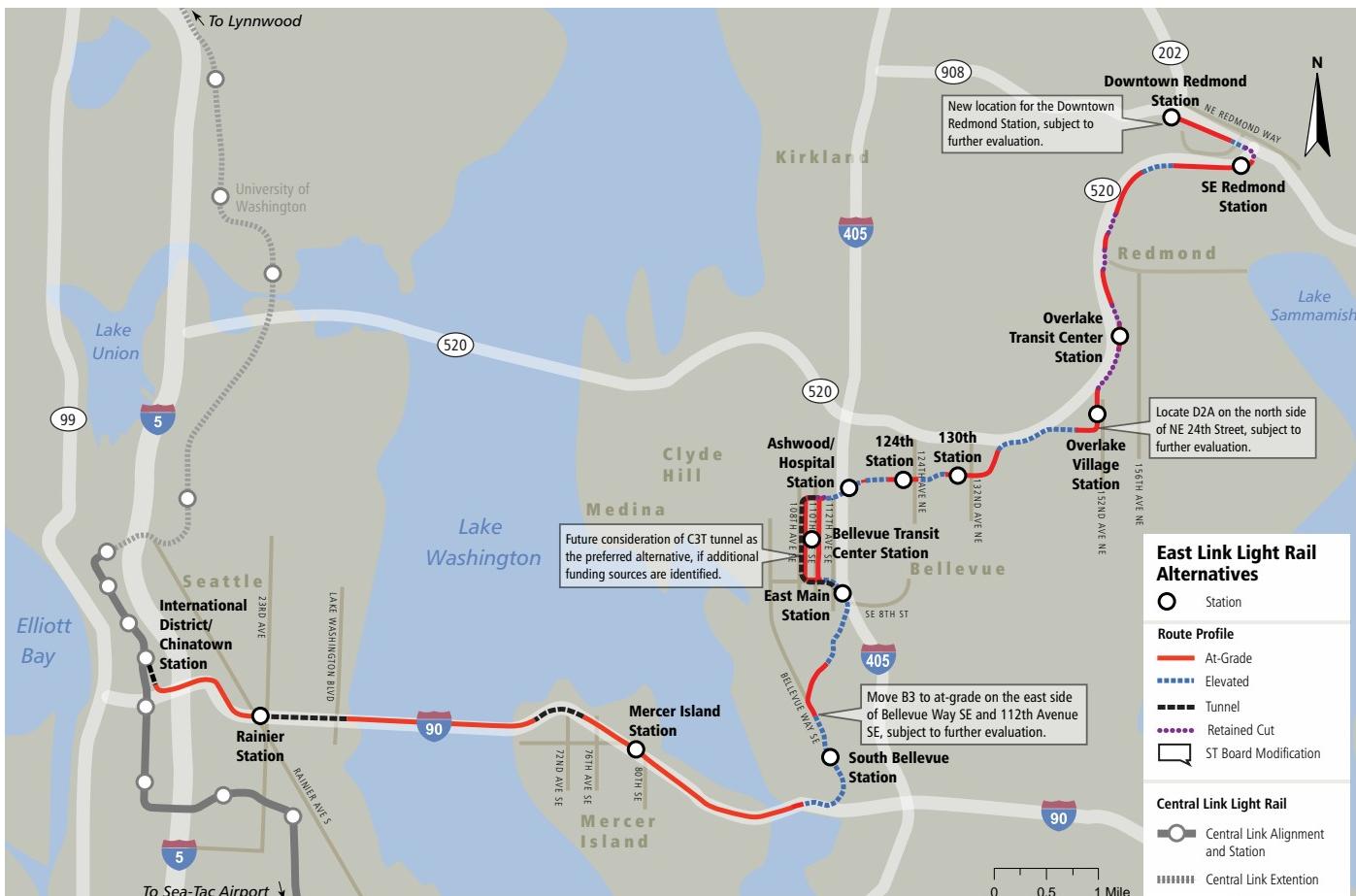


2020/2021 Service Begins

# Bel-Red Corridor

## Overview

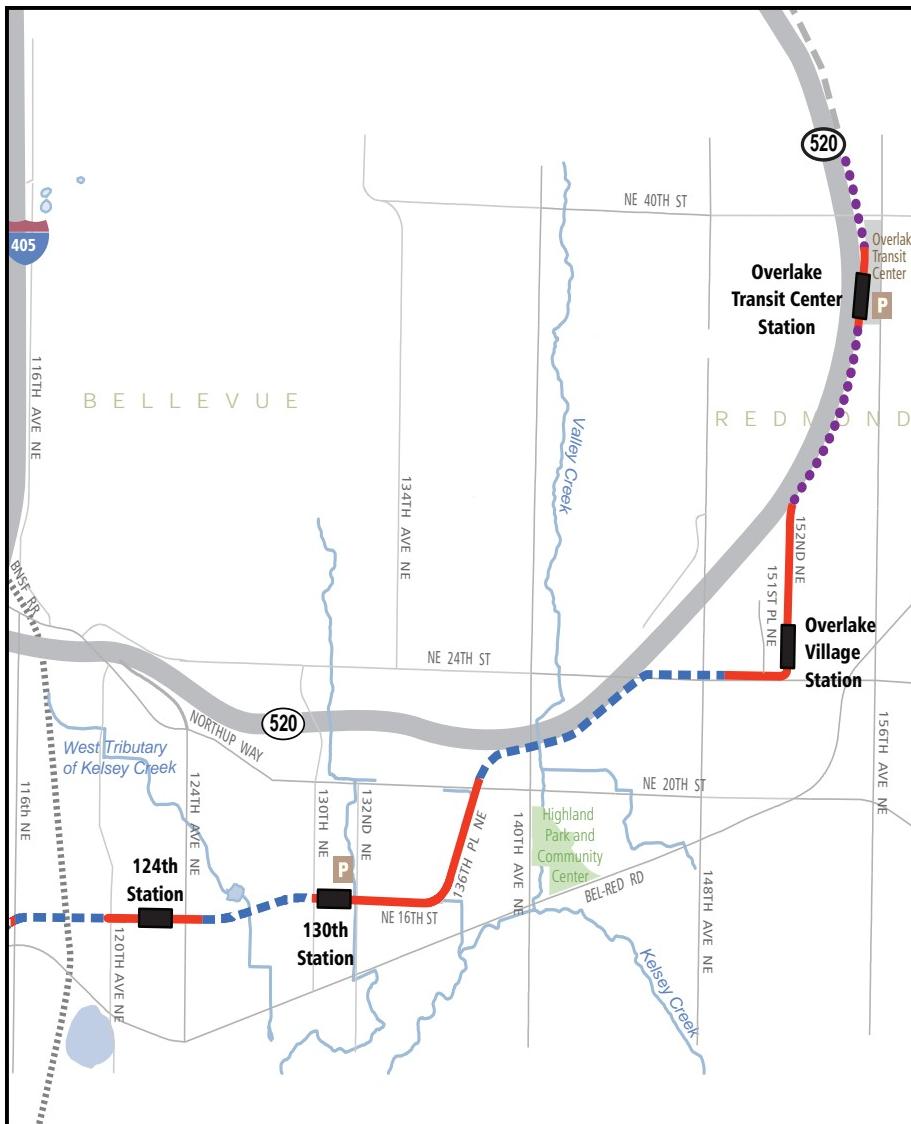
Please use this workbook to record your thoughts and to provide suggestions regarding the preliminary design of the East Link preferred alternative. Feedback gathered at tonight's workshop will inform the project team as they work through key design issues along the preferred route and stations for the Bel-Red corridor.



Preferred Alternative Identified by Sound Transit Board

# We Want to Hear from You

## Bel-Red Preferred Alternative Map



Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Subject to further evaluation, the route will be on the north side of Northeast 24th Street in the Overlake Village area.

Comments:

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### East Link Light Rail Preferred Alternative

- Station
- P Parking

#### Route Profile

- At-Grade
- Elevated
- - - Tunnel
- Retained Cut

# Comment Form

1. What are your comments regarding the East Link project?

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3. What are the important neighborhood characteristics Sound Transit should consider? (i.e. consider school bus routes along \_\_ street, pedestrian connections at \_\_ location)

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2. As Sound Transit refines the preferred alternative (D2A) in Bel-Red, what should Sound Transit consider?

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4. Are there unique access needs in Bel-Red that Sound Transit should be aware of?

- Station access?

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- Pedestrian/bicycle access?

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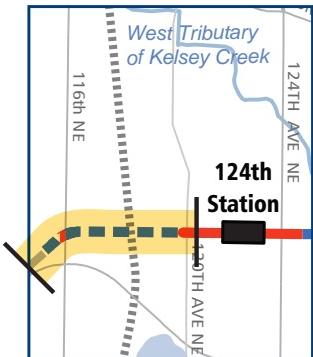
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# Key Features

I-405 to 120th St



## I-405 to 120th St

- At-grade crossing at 116th St
- Medical District

Comments:

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120th St to 124th St



## 120th St to 124th St

- Station at 124th St
- Future Spring District mixed use development

Comments:

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124th St to 136th St



## 124th St to 136th St

- Park-and-ride with 300 spaces
- Kelsey Creek Crossing

Comments:

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136th St to SR 520



## 136th St to SR 520

- At-grade crossing at NE 20th St
- Major auto dealerships

Comments:

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If you would like to receive project updates, please provide the following:

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

E-mail \_\_\_\_\_

Telephone \_\_\_\_\_

Please check your preferred way of receiving project updates:  E-mail       Mail

[www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)



Please provide your completed workbook to staff.  
Comments may also be mailed or e-mailed:

***Mailing address***

Sound Transit  
**Attn:** Katie Kuciomba  
East Link light rail  
401 South Jackson Street  
Seattle, WA 98104

***Contact***

eastlink@soundtransit.org  
206-398-5459

For information in alternative formats,  
call: TTY: Relay: 711  
or e-mail accessibility@soundtransit.org

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# **East Link light rail:**

## **Downtown Bellevue Workshop**

### **Participant Workbook**

# Welcome!

During tonight's workshop, you will have the opportunity to:

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- Talk to project staff
- Help us make East Link light rail the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities & next steps
- Submit comments and sign up for electronic updates

## Agenda

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### 5:00 p.m.

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### 5:30 p.m.

Workshop: Participants discuss key issues by alternative with staff.

### 7:00 p.m.

Meeting adjourns

## East Link Timeline

2009–2010 Preliminary Engineering



2010–2012 Final Design



# Project Status

## What's happening with East Link?

- The project is currently in the preliminary engineering phase and Sound Transit is soliciting public comment.
- Staff are reviewing the timeline for the Supplemental Draft Environmental Impact Statement (EIS) with the Federal Transit Administration.
- Now and in coming months, the East Link project team will be collecting critical survey information, including drilling geotechnical borings, needed to create a base map of the preferred alternative.
- A Final EIS is being prepared using the preferred alternative, as well as the other alternatives from the Draft EIS. The Final EIS will document and respond to all comments received during the Draft EIS comment period.
- In 2010, following completion of the Final EIS, the Sound Transit Board will make a final decision on the East Link project scope.

## What's happening in Downtown Bellevue?

- For downtown Bellevue, Sound Transit has continued engineering studies on the preferred alternative C4A, as well as the preferred tunnel alternative C3T, including making modifications that were identified by the Sound Transit Board of Directors. In addition, the Board recently directed the project team to conduct engineering studies on a new tunnel alternative, C9T.
- Sound Transit has also identified potential new at-grade alternatives running on 110th or 108th that cross I-405 on NE 6th Street.

2013/2014 Construction



2020/2021 Service Begins

## What is Preliminary Engineering?

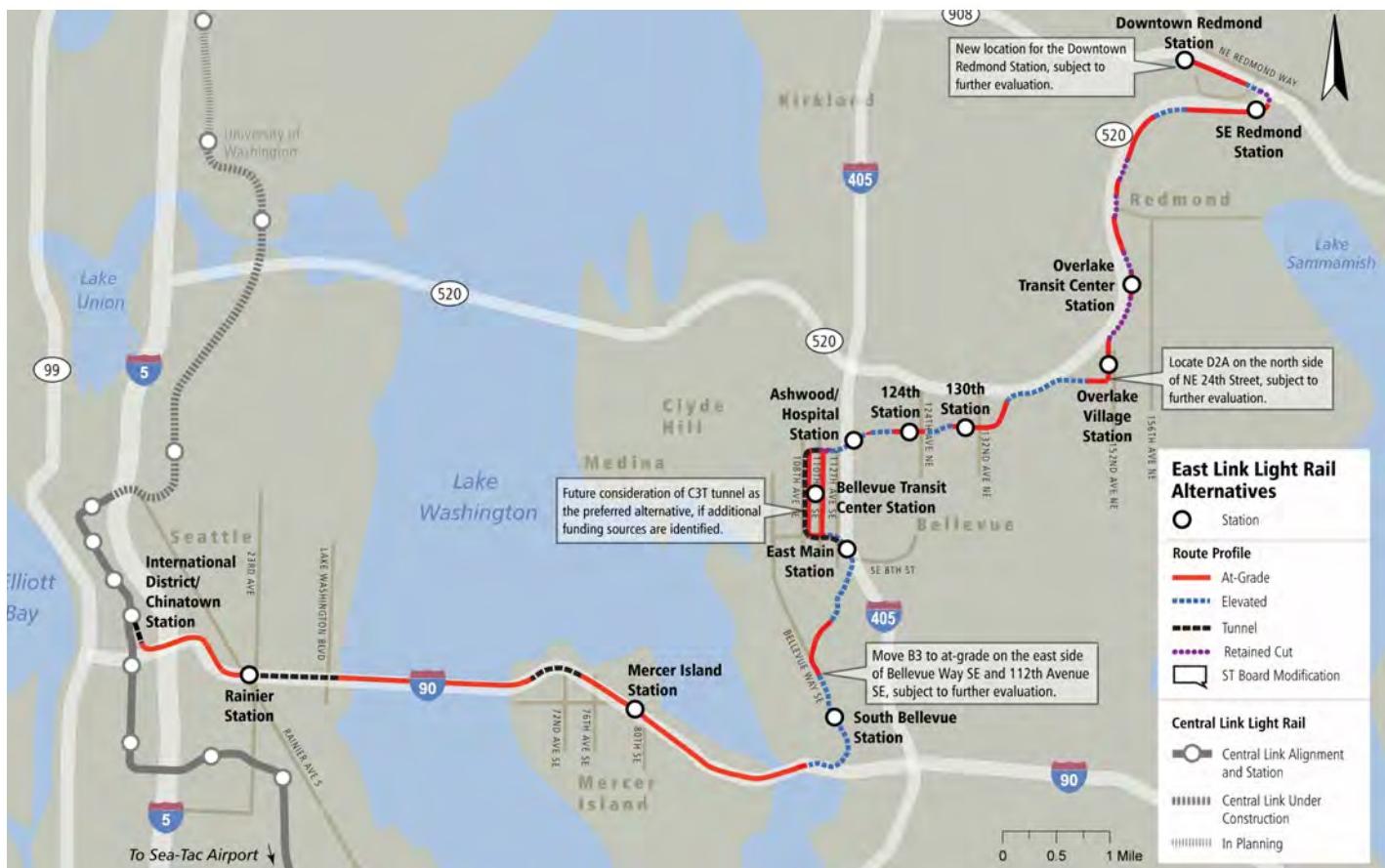
During this phase, the project design will be developed to the 30 percent engineering design level. This means the alignment and station design will be further defined. After preliminary engineering, the project will enter into final design. Before construction, the project will reach 100 percent design.



# East Link Preferred Alternative

## Overview

Please use this workbook to record your thoughts and to provide suggestions regarding the preliminary design of the East Link preferred alternative. Feedback gathered at tonight's workshop will inform the project team as they work through key design issues in Downtown Bellevue.

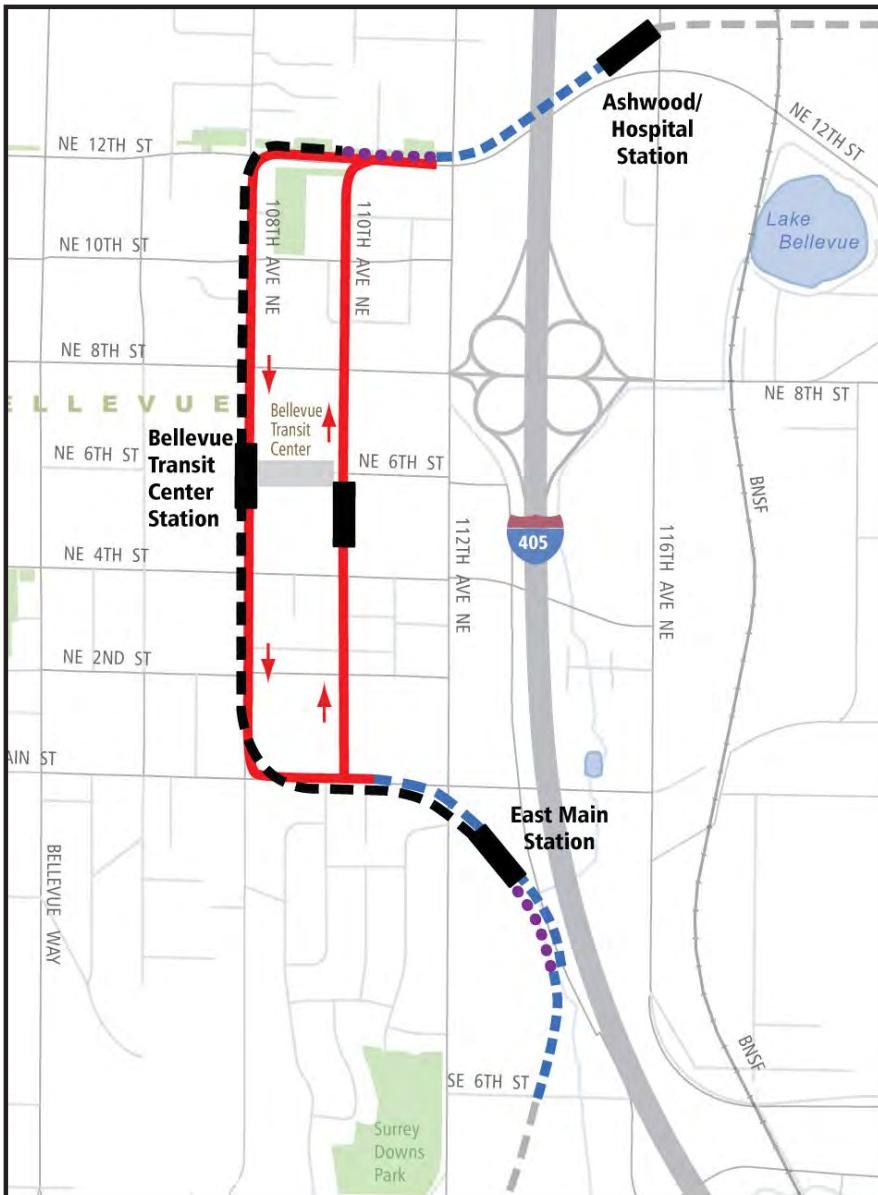


Preferred Alternative Identified by Sound Transit Board

# We Want to Hear from You

## Downtown Bellevue Preferred Alternative Map

### Comments:



Trains will run at-grade on 108th Avenue Northeast and 110th Avenue Northeast. However, the Sound Transit Board will consider a largely bored tunnel under 108th Ave NE if additional funding is found. Sound Transit is working with the City of Bellevue to identify additional funding sources for the Board to consider prior to the completion of the Final Environmental Impact Statement.

## **East Link Light Rail Preferred Alternative**

Station

P Parking

## Route Profile

At-Grade

■ Elevated

— Tunnel

..... Retained Cut

# Comment Form

1. What are your comments regarding the East Link project?

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2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider? (i.e. consider school bus routes along \_\_ street, pedestrian connections at \_\_ location)

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3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?

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# Alternatives Recommended for Further Study by Sound Transit Board

C4A



## C4A Description - Preferred Alternative

At-grade couplet with trains running south along 108th Ave NE and north along 110th Ave NE, turning east north of NE 12th St. Auto traffic will run one way in the opposite direction.

Comments:

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C3T



## C3T Description

A bored tunnel along 108th Ave NE, turning east north of NE 12th St.

Comments:

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C9T



## C9T Description

A cut-and-cover tunnel along 110th Ave NE turning east along NE 6th St.

Comments:

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# Potential New At-Grade Alternatives

C9A



## C9A Description

An at-grade alignment running along 110th Ave NE, turning east along NE 6th St.

Comments:

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C11A



## C11A Description

An at-grade alignment running along 108th NE, turning east along NE 6th St.

Comments:

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If you would like to receive project updates, please provide the following:

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

E-mail \_\_\_\_\_

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***Mailing address***

Sound Transit  
**Attn:** Katie Kuciomba  
East Link light rail  
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Seattle, WA 98104

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# EAST LINK WORKSHOP

SOUND TRANSIT EAST LINK LIGHT RAIL

## Welcome!

### Meeting Purpose

During tonight's workshop, you will have the opportunity to:

- Learn about the East Link light rail system
- Talk to project staff
- Help us make the preferred alternative the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities and next steps
- Submit comments and sign up for electronic updates

### Agenda

#### 4:00 p.m.

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#### 5:30 p.m.

Workshop: Participants discuss key issues by alternative with staff.

#### 7:00 p.m.

Meeting adjourns

# PUBLIC INVOLVEMENT AND NEXT STEPS

## Public Involvement Process

Public input received in early 2009 during the comment period for the East Link Draft Environmental Impact Statement (EIS) helped guide the Sound Transit Board as they identified a preferred alternative. The Final EIS, to be released at the end of 2010, will document and respond to all comments received during the Draft EIS comment period and describe proposed mitigation commitments. The East Link project team is now seeking feedback in response to key issues along the preferred alternative.

### Upcoming opportunities to stay involved

- Neighborhood workshops (Fall 2009)
- Community and stakeholder briefings (ongoing)
- Supplemental Draft Environmental Impact Statement public comment period (Mid 2010)
- Project corridor open houses (Spring 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)

### How to provide feedback

- Submit comment forms tonight or through mail or email
- Speak with a member of the project team

### For more information contact:

Katie Kuciomba  
Community Outreach Specialist  
206-398-5459 or  
[eastlink@soundtransit.org](mailto:eastlink@soundtransit.org)  
[www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)



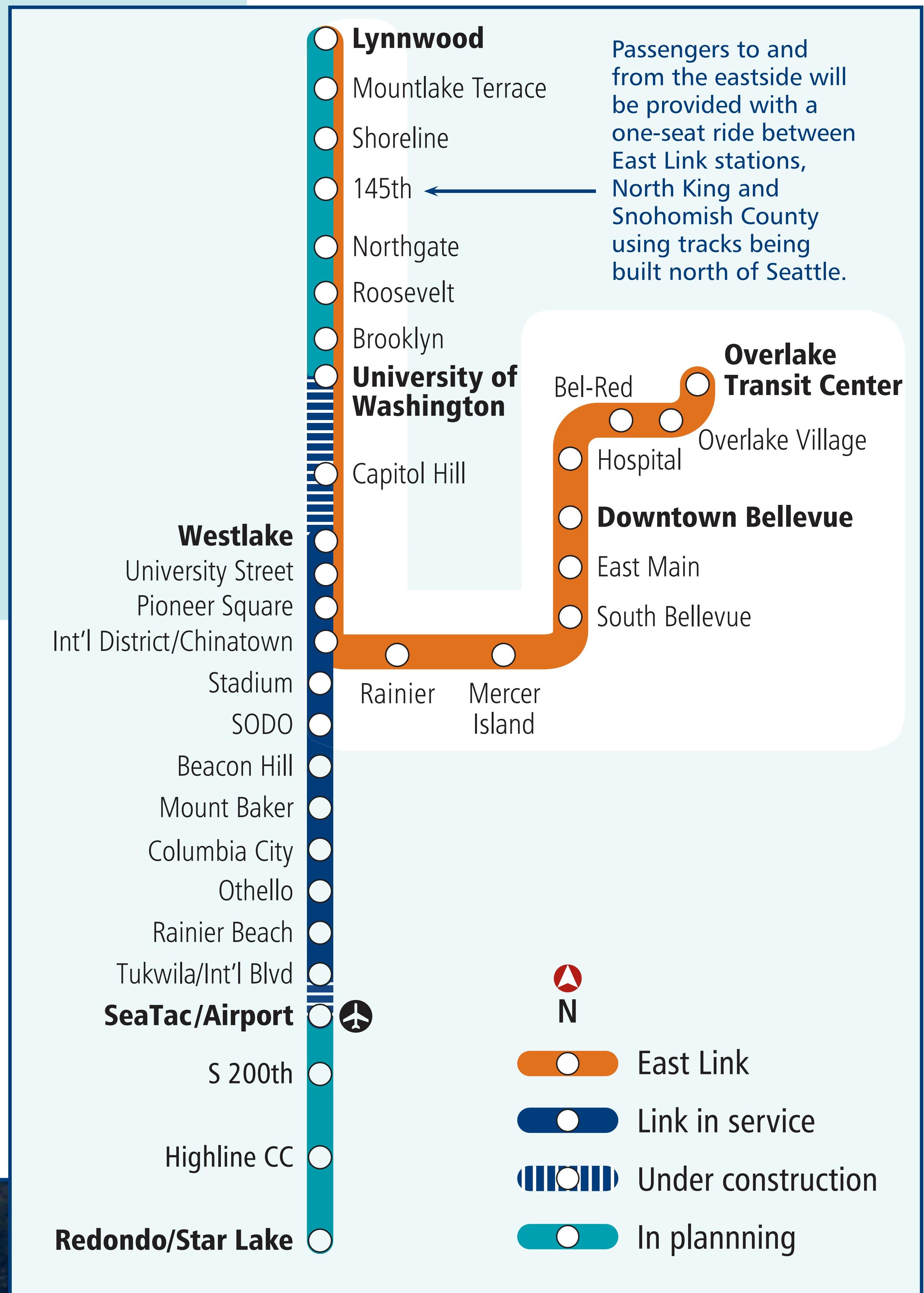
Project team member explains alternatives during a public meeting



Citizens providing comments during the Bellevue Draft EIS Open House

# LINK LIGHT RAIL SYSTEM

In 2008, voters approved the Sound Transit 2 ballot measure that builds 36 additional miles of light rail to form a 55-mile regional system, while adding regional express bus and commuter rail service. Link light rail will extend the current system from Seattle across Lake Washington via I-90 into East King County, north into Snohomish County and south of Sea-Tac International Airport to Federal Way.

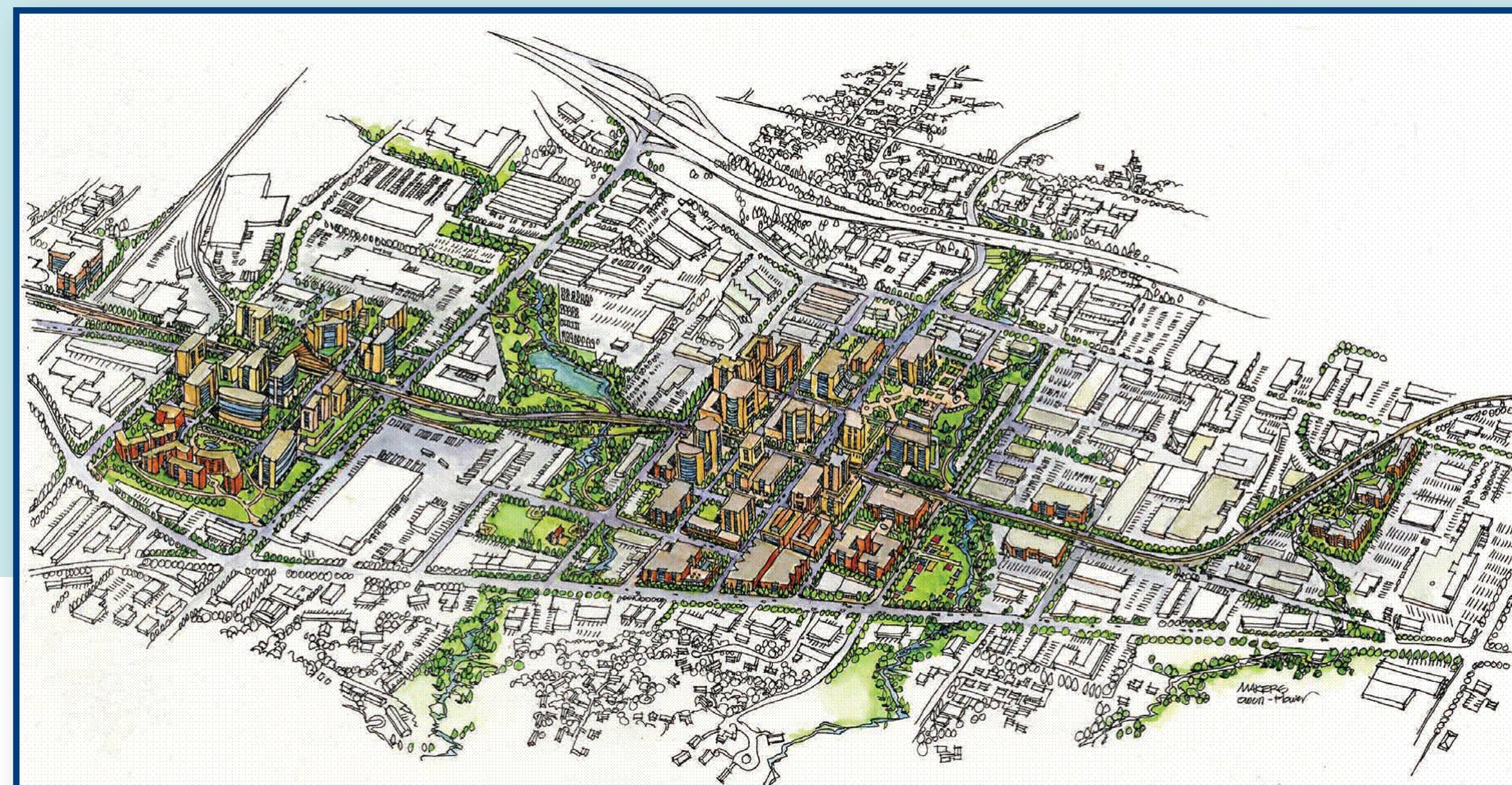


# BEL-RED CORRIDOR OVERVIEW

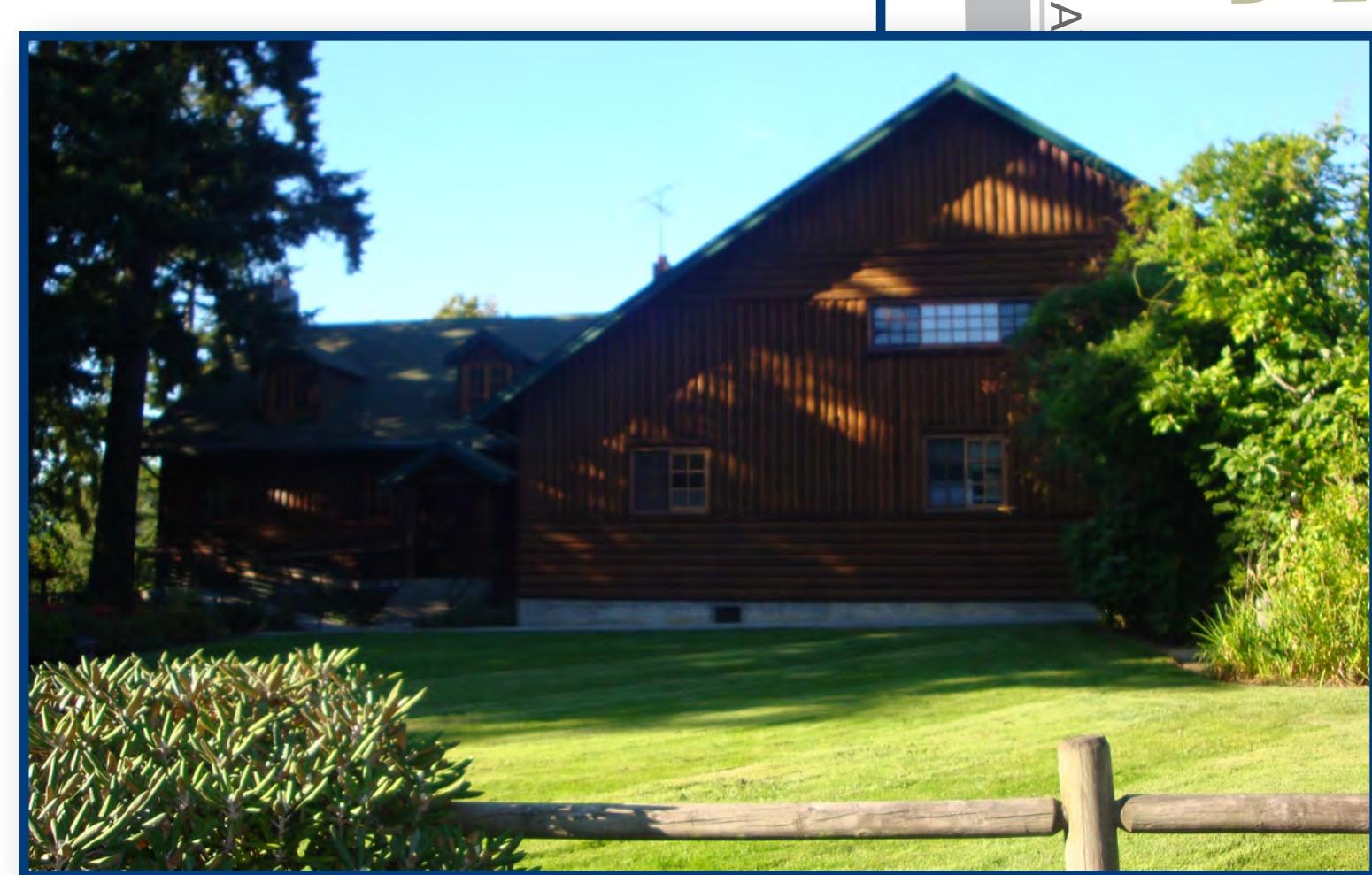
Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Subject to further evaluation, the route will be on the north side of Northeast 24th Street in the Overlake Village area.

## Benefits:

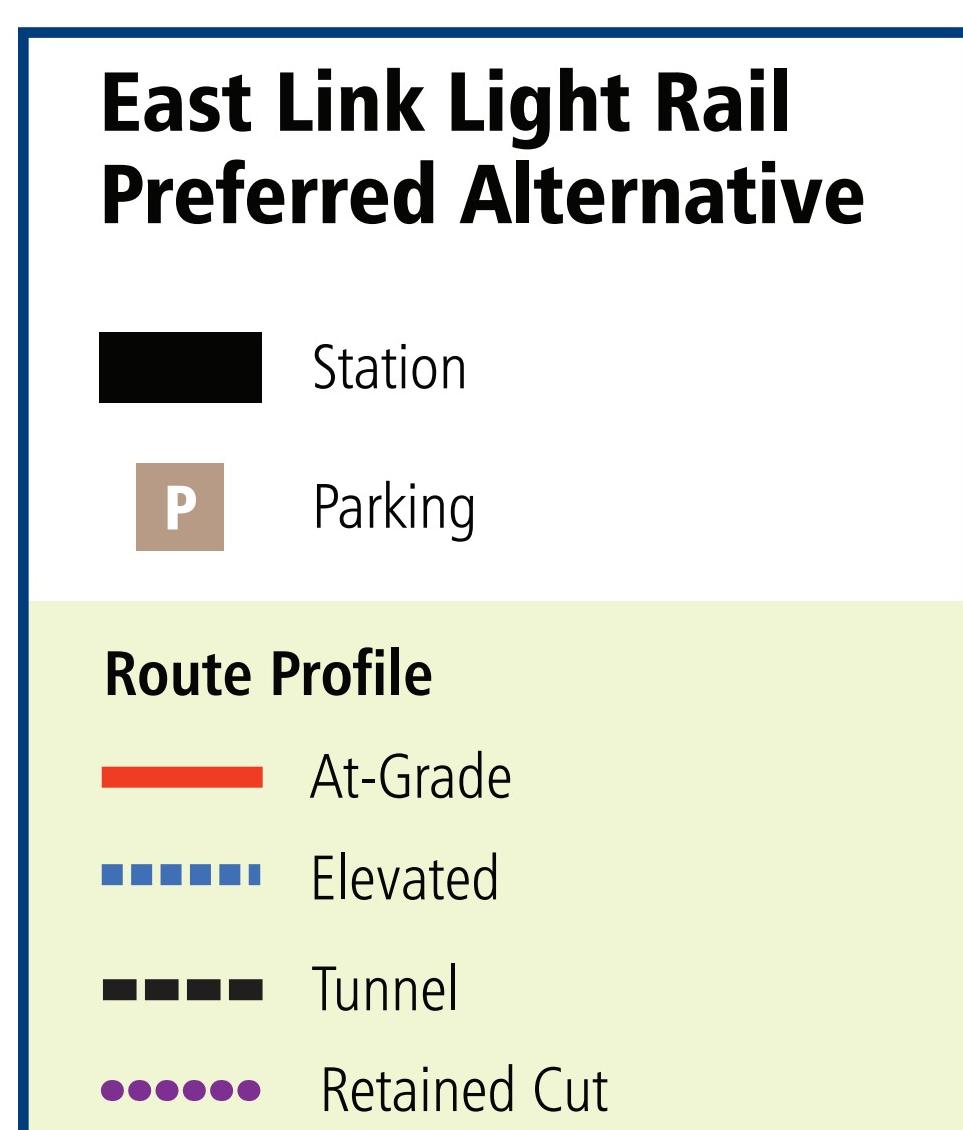
- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 6,500 daily boardings would occur in this area
- Supports the dense, transit-oriented land use redevelopment plans of Bellevue.
- The light rail preferred alternative in this area would serve two stations and provide park-and-ride access for the Bel-Red corridor. Funding is currently available for one of the two stations.



Bel-Red Vision



Highland Community Center



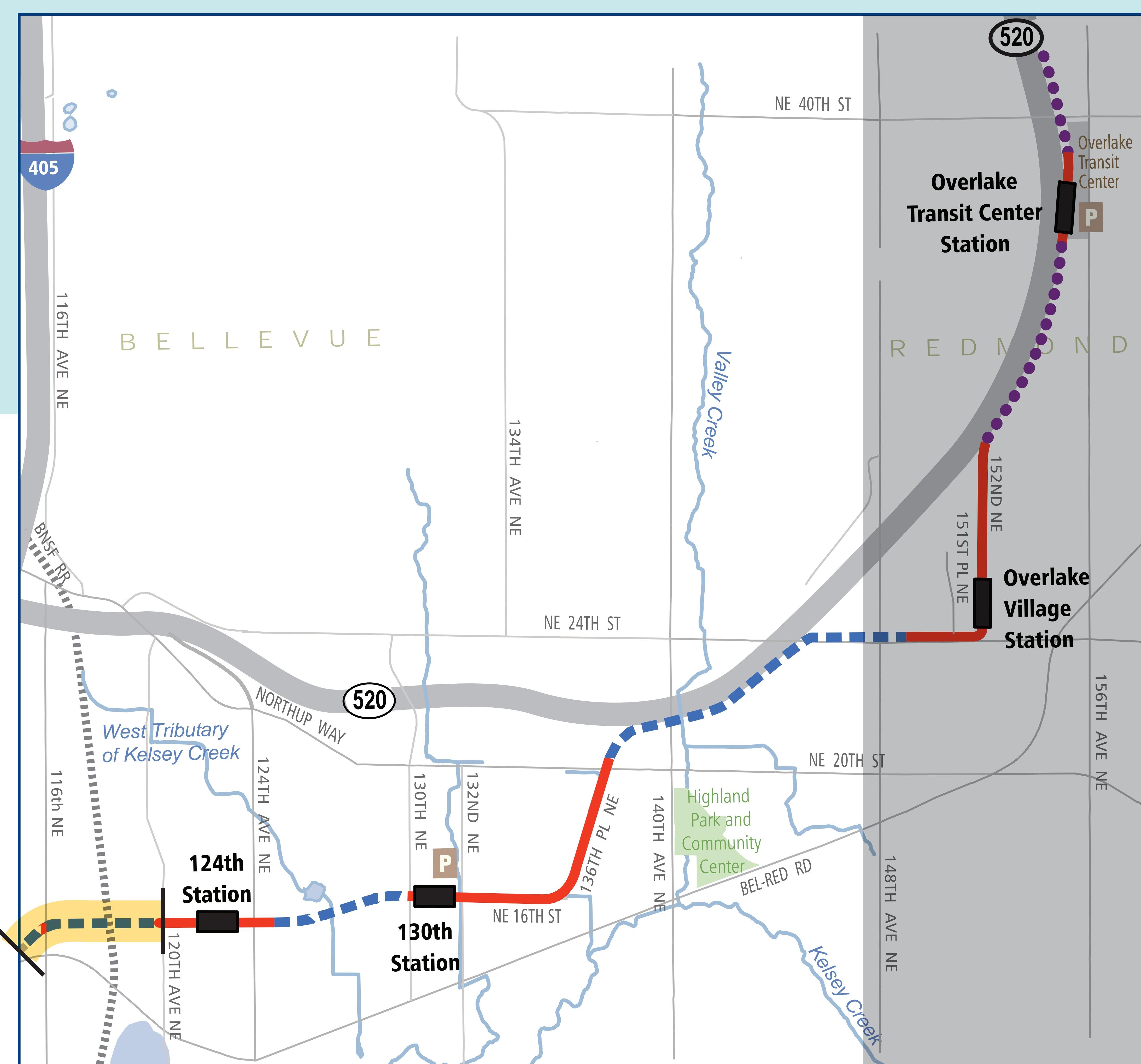
## Travel times (from 130th NE Station):

International District/Chinatown = 25 minutes • University of Washington = 37 minutes

Downtown Bellevue Transit Center = 17 minutes • Airport=61 minutes

# BEL-RED CORRIDOR

I-405 to 120th Ave NE



## East Link Light Rail Preferred Alternative

Station

Parking

### Route Profile

At-Grade

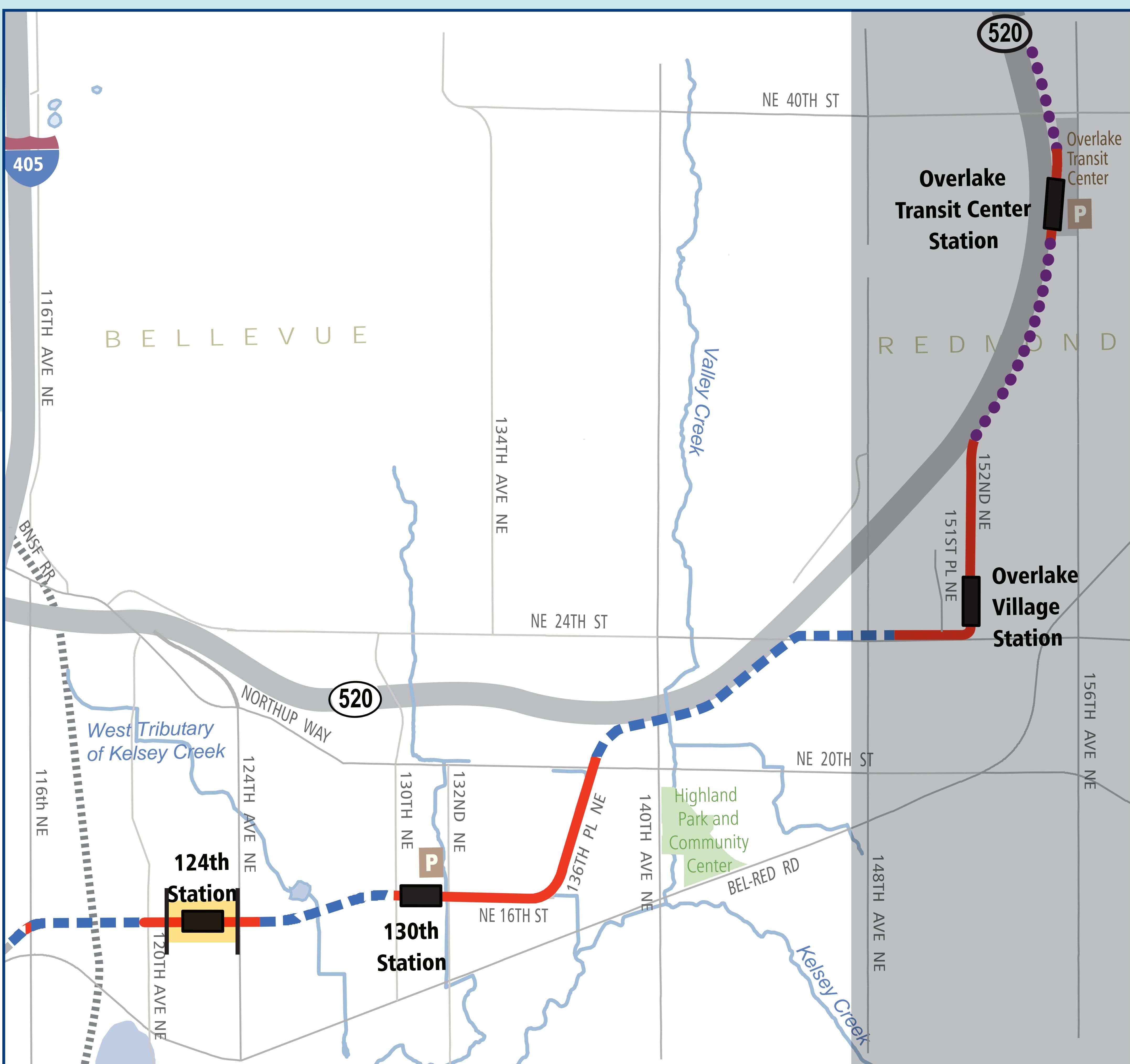
Elevated

Tunnel

Retained Cut

# BEL-RED CORRIDOR

120th Ave NE to 124th Ave NE



## East Link Light Rail Preferred Alternative

Station

Parking

### Route Profile

At-Grade

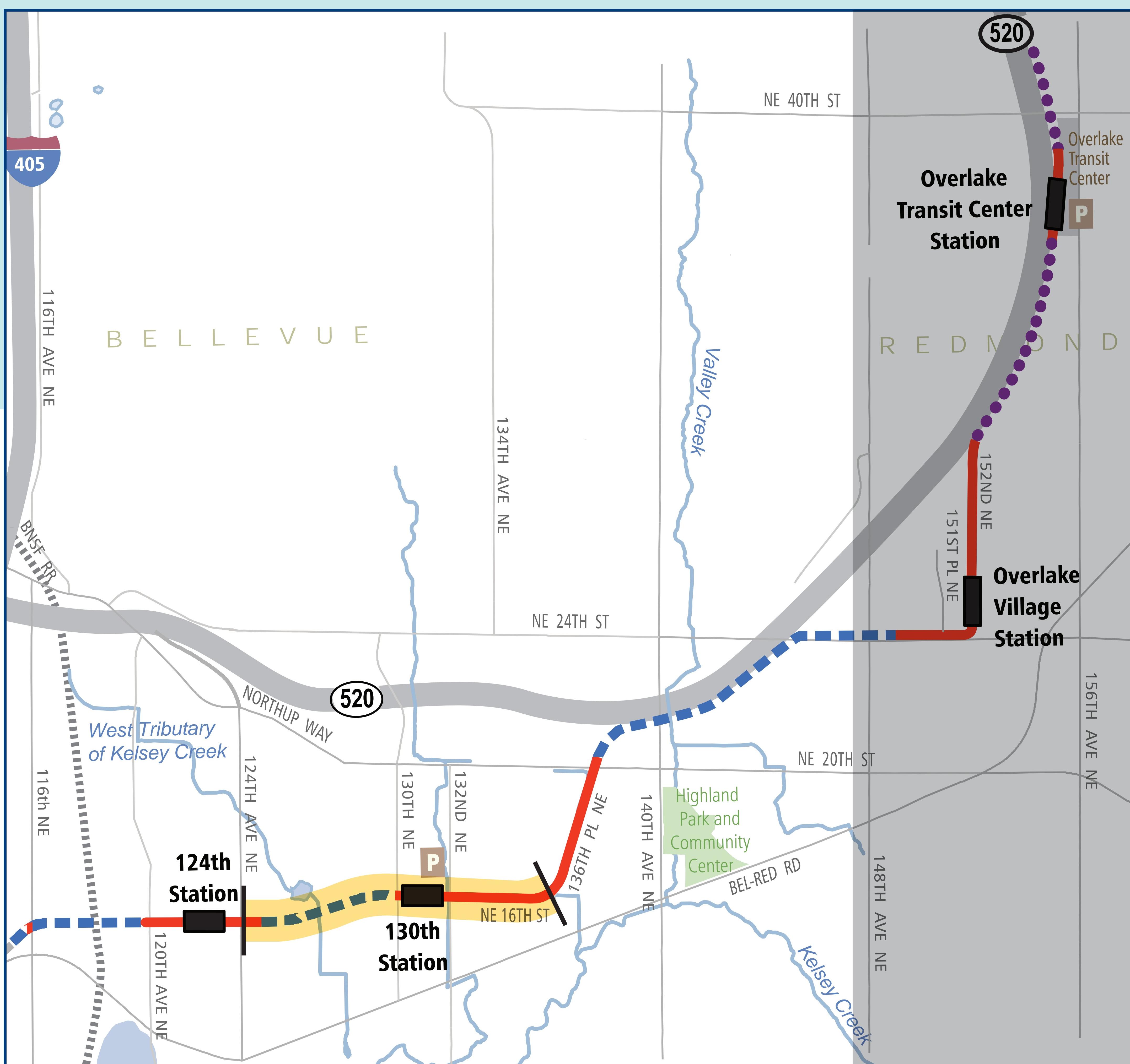
Elevated

Tunnel

Retained Cut

# BEL-RED CORRIDOR

124th Ave NE to 136th Place NE



## East Link Light Rail Preferred Alternative

Station

Parking

### Route Profile

At-Grade

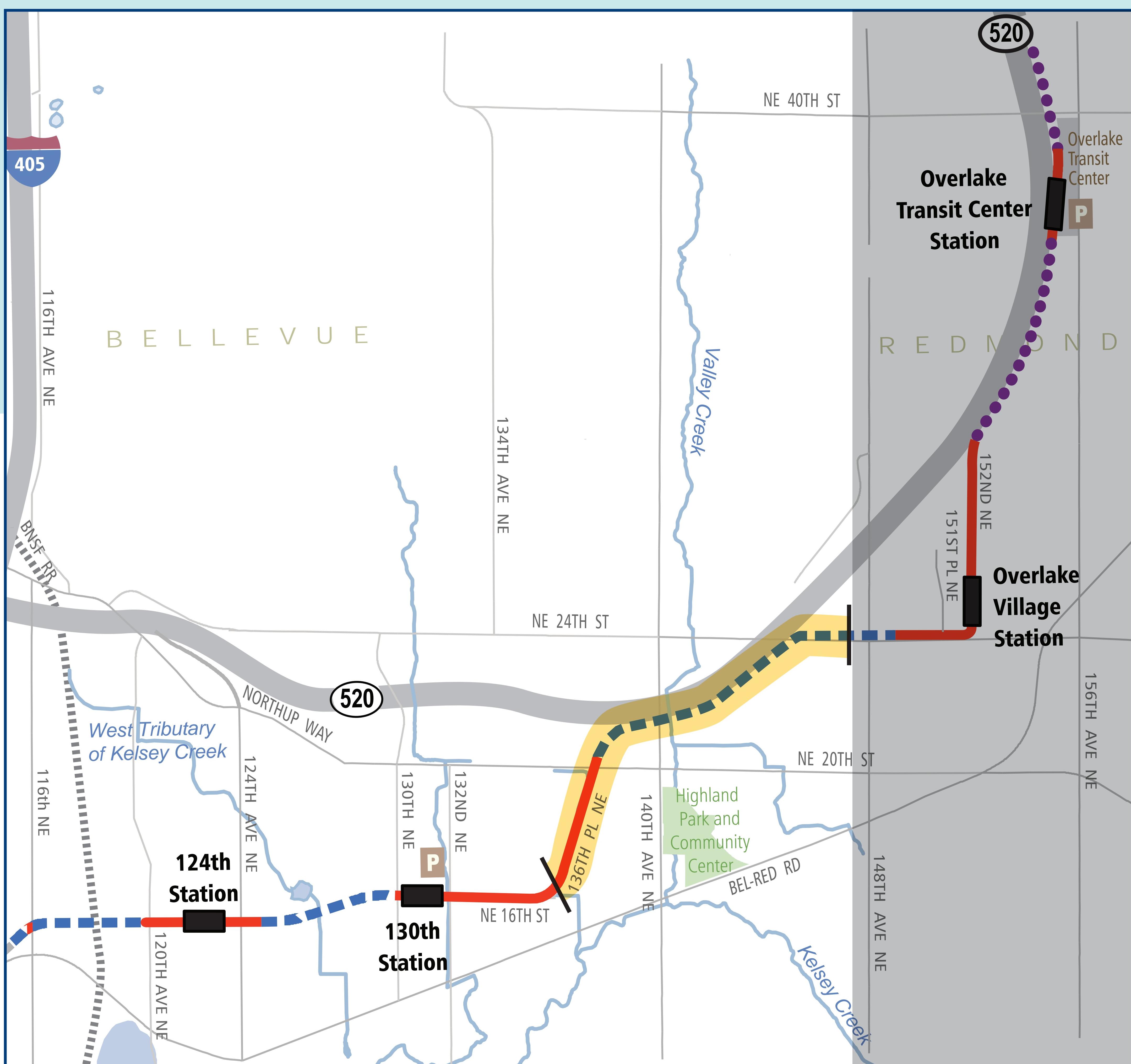
Elevated

Tunnel

Retained Cut

# BEL-RED CORRIDOR

136th Place NE to SR 520



## East Link Light Rail Preferred Alternative

Station

Parking

### Route Profile

At-Grade

Elevated

Tunnel

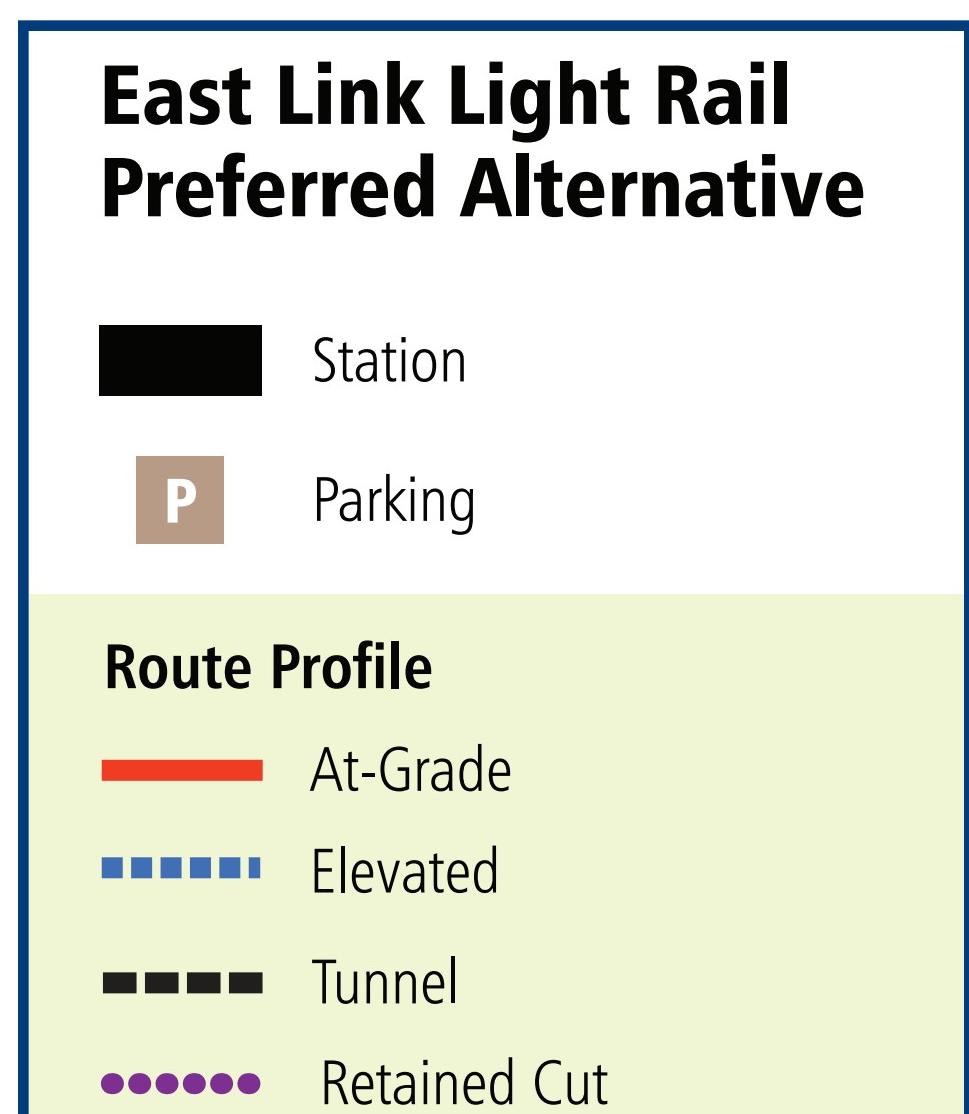
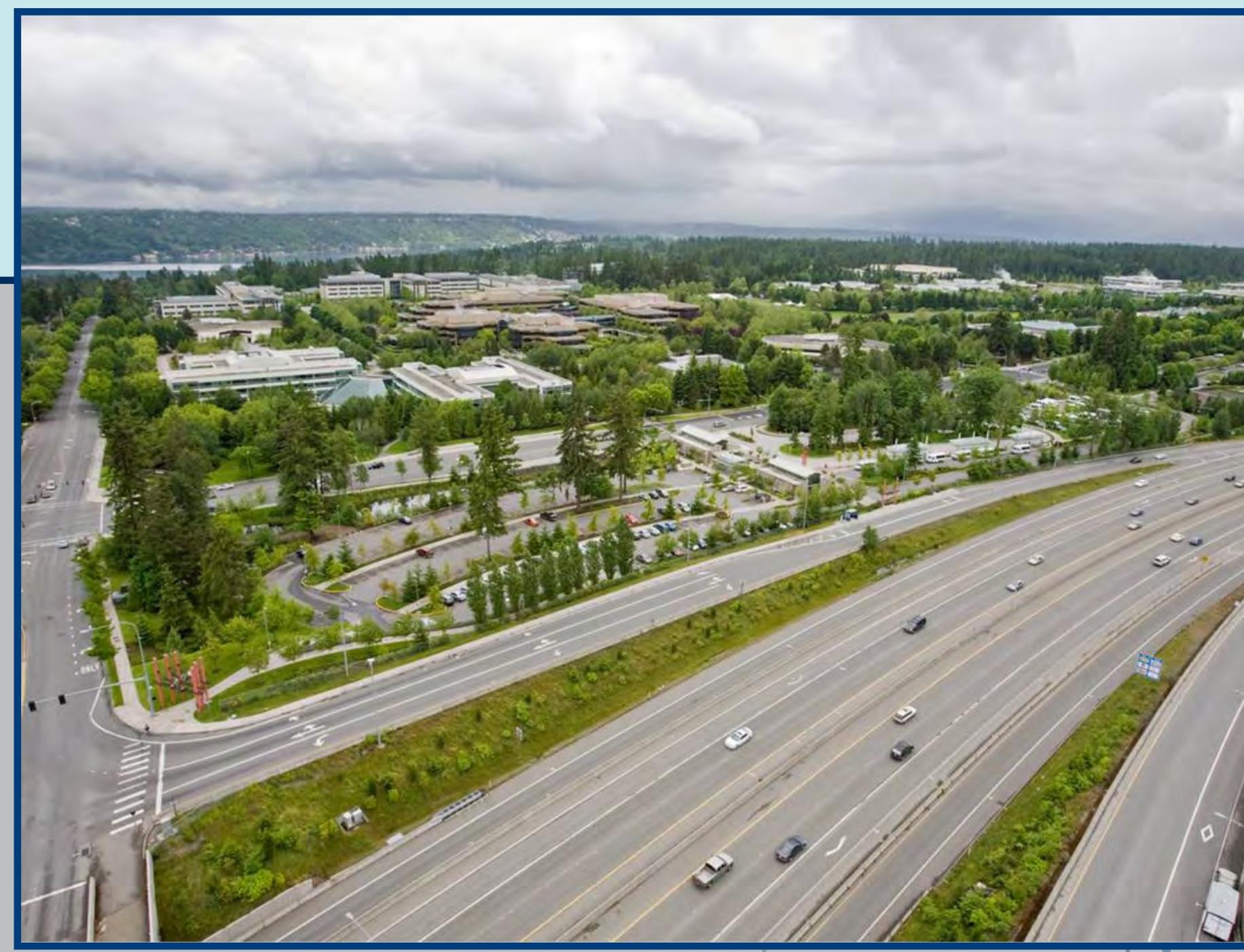
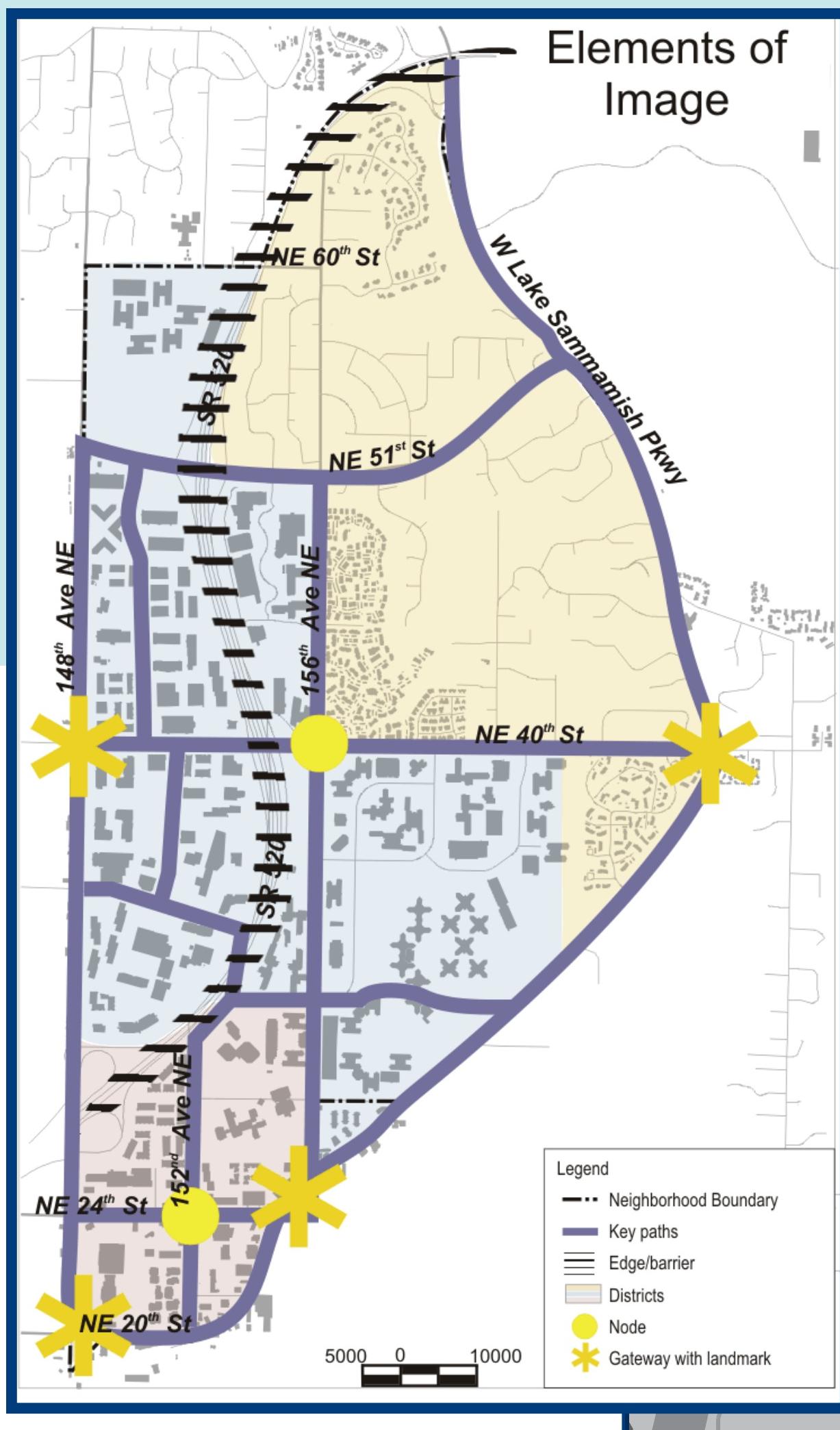
Retained Cut

# OVERLAKE OVERVIEW

Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Subject to further evaluation, the route will be on the north side of Northeast 24th Street in the Overlake Village area.

## Benefits:

- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 6,500 daily boardings would occur in this area (Bel-Red & Overlake).
- Supports the dense, transit-oriented land use redevelopment plans of Redmond.
- Light rail in this area would serve Overlake Village and Microsoft headquarters.
- Serves two park-and-ride lots and adds a parking garage at the Overlake Transit Center.



## Travel times (from Overlake Transit Center Station):

International District/Chinatown = 32 minutes • University of Washington = 43 minutes  
Downtown Bellevue Transit Center = 24 minutes • Airport = 67 minutes

# OVERLAKE

148th Ave NE to 152nd Ave NE



**East Link Light Rail Preferred Alternative**

■ Station

■ P Parking

**Route Profile**

— At-Grade

— Elevated

- - - Tunnel

••••• Retained Cut

# OVERLAKE

**NE 24th St to SR 520**



**East Link Light Rail Preferred Alternative**

■ Station

■ P Parking

**Route Profile**

— At-Grade

— Elevated

— Tunnel

••••• Retained Cut

# OVERLAKE

## Overlake Transit Center



### East Link Light Rail Preferred Alternative

■ Station

■ P Parking

#### Route Profile

— At-Grade

— Elevated

- - - Tunnel

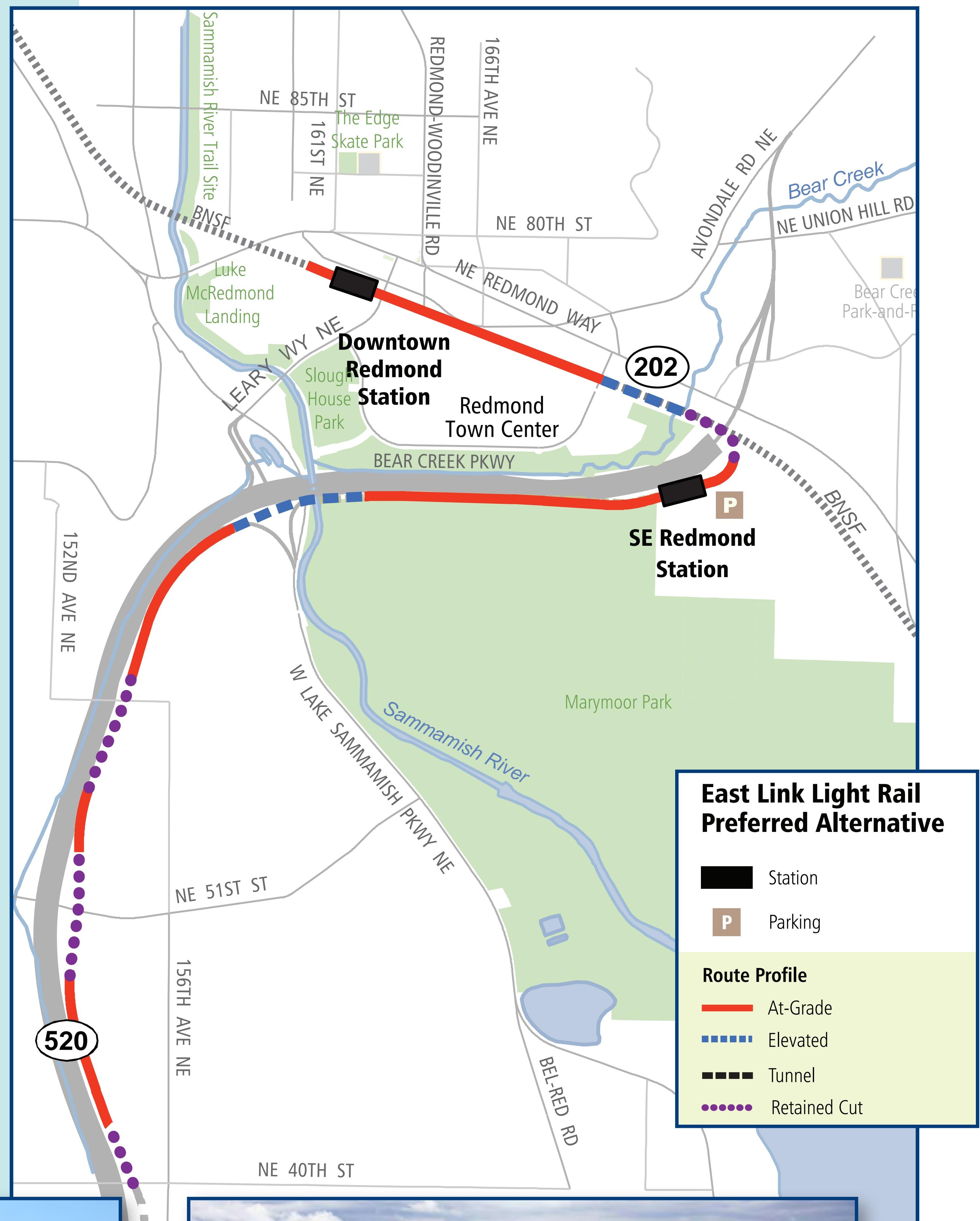
••••• Retained Cut

# REDMOND OVERVIEW

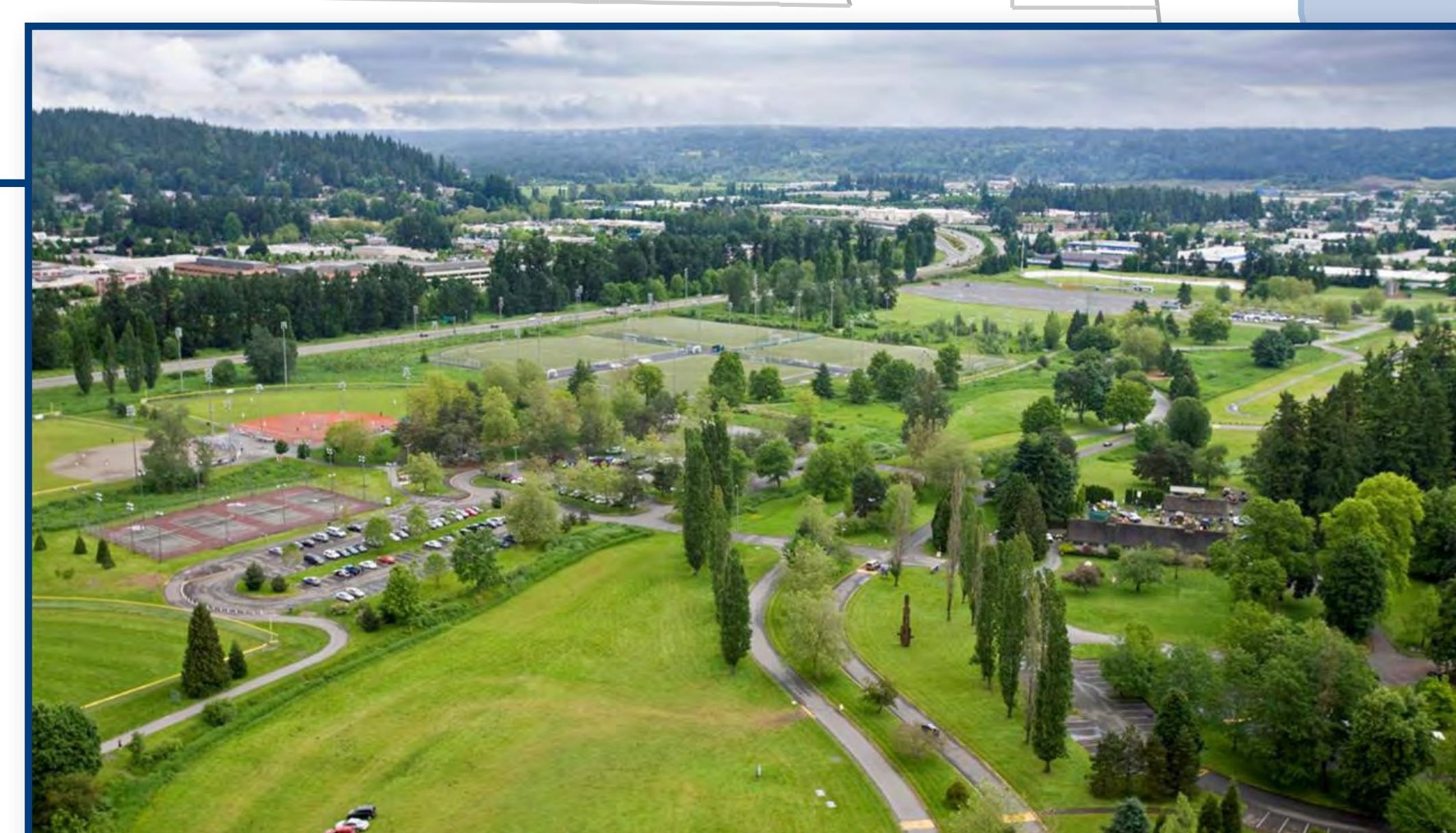
Although funding has not been approved for construction of the segment between Overlake Transit Center and downtown Redmond, voters did fund preliminary design and environmental study. The Sound Transit Board identified a preferred future route running along State Route 520 and the northern edge of Marymoor Park to a station in downtown Redmond. A terminal station near Redmond Town Center is under evaluation.

## Benefits:

- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 3,000 daily boardings would occur in the Redmond area.
- Light rail in this area would serve Downtown Redmond, Redmond Town Center and provide systemwide access to the Sammamish Plateau, the Union Hill, Education Hill, and Novelty Hill neighborhoods.
- Supports mixed-use and transit-oriented development goals by connecting the downtown Redmond urban center and SE Redmond with rapid transit.



Marymoor Park



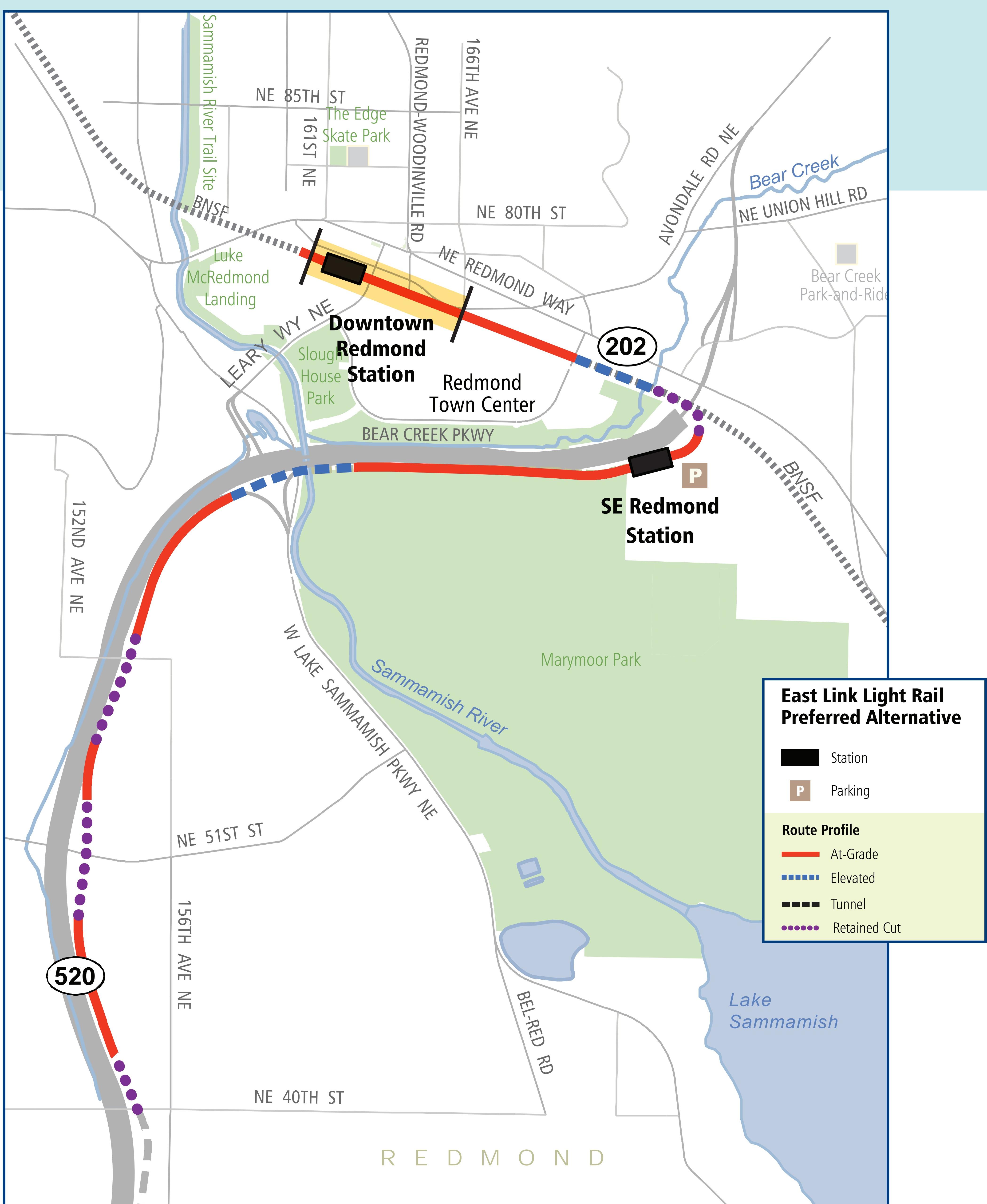
Marymoor Park

## Travel times (from SE Redmond Station):

International District/Chinatown = 36 minutes • University of Washington = 47 minutes  
Downtown Bellevue Transit Center = 28 minutes • Airport = 71 minutes

# REDMOND

## Downtown Redmond Station



# SOUTH BELLEVUE OVERVIEW

Trains will run from I-90 north along Bellevue Way Southeast and 112th Avenue Southeast with a station serving south Bellevue. Subject to further evaluation, the route will be on the east side of Bellevue Way and 112th Southeast.

## Benefits:

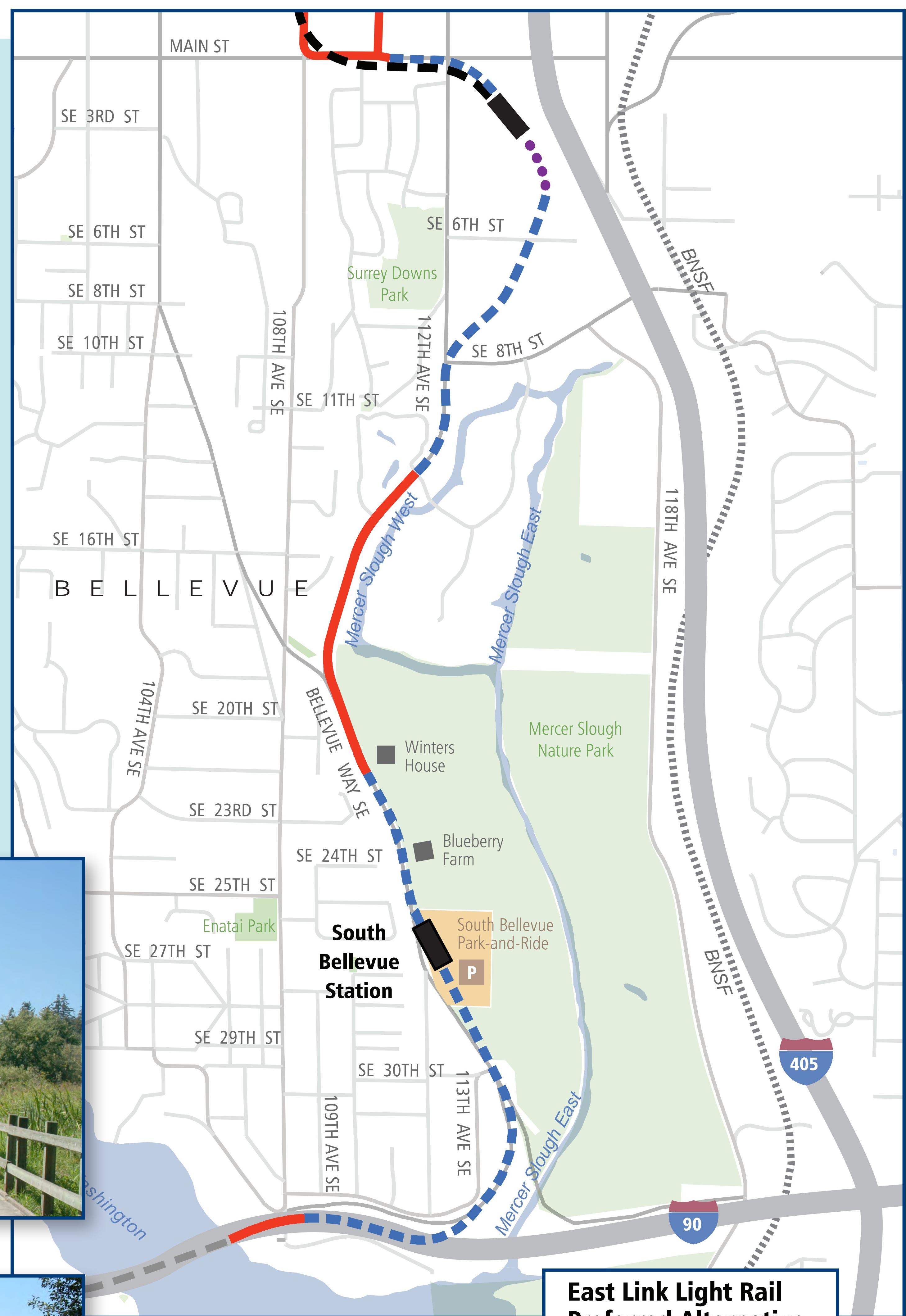
- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 4,000 daily boardings would occur in this area.
- Light rail in this area would serve the regional South Bellevue Park-and-Ride lot and south Bellevue residential neighborhoods.
- Increases park-and-ride capacity and travel options for South Bellevue residents as well as employees in business parks located east of 112th Avenue SE, consistent with City of Bellevue transportation goals.



Mercer Slough



Bellevue Way



## Travel times (by destination):

International District/Chinatown=13 minutes • University of Washington=24 minutes  
Downtown Bellevue Transit Center=4 minutes • Airport=48 minutes

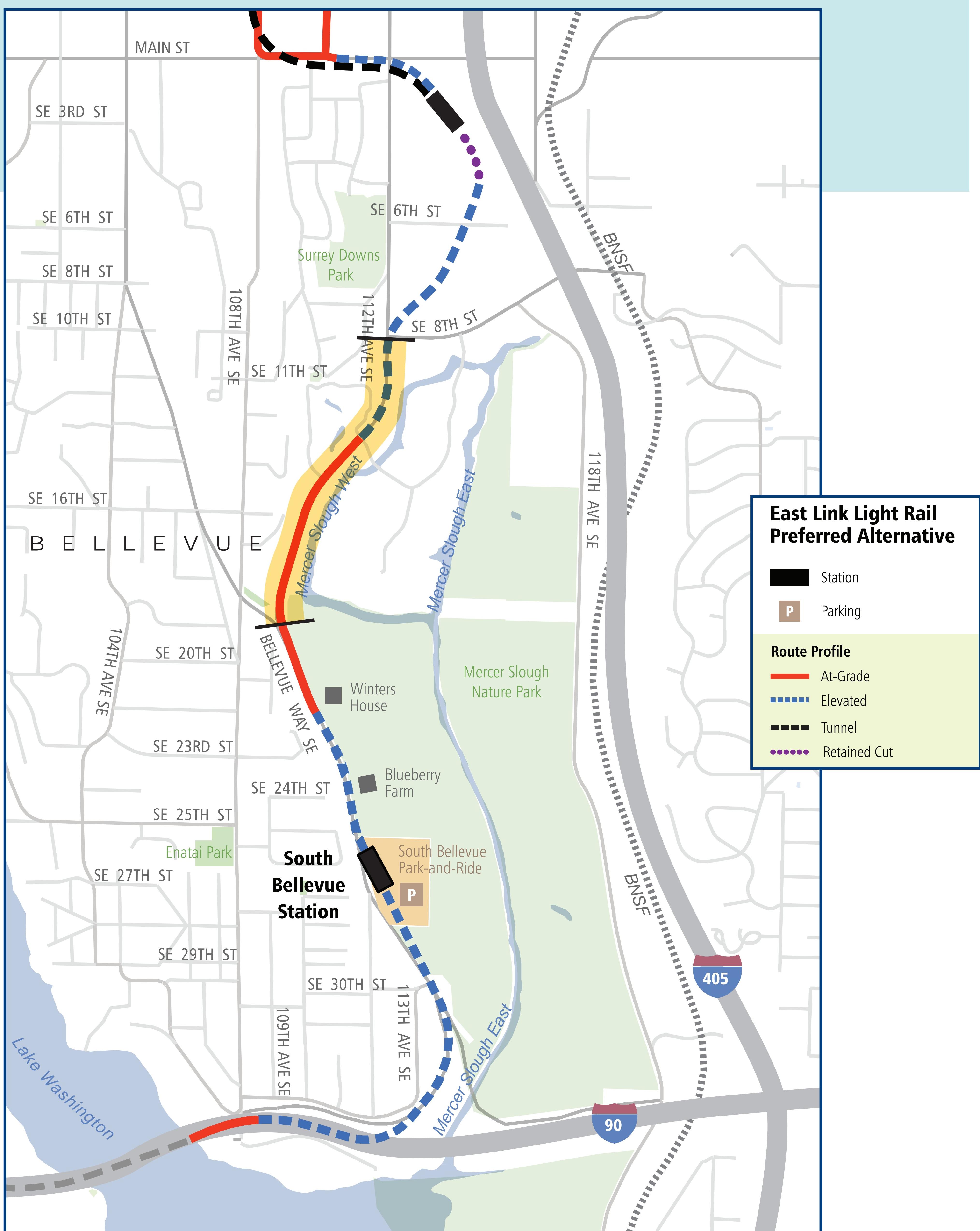
# SOUTH BELLEVUE

I-90 to 112th Ave SE



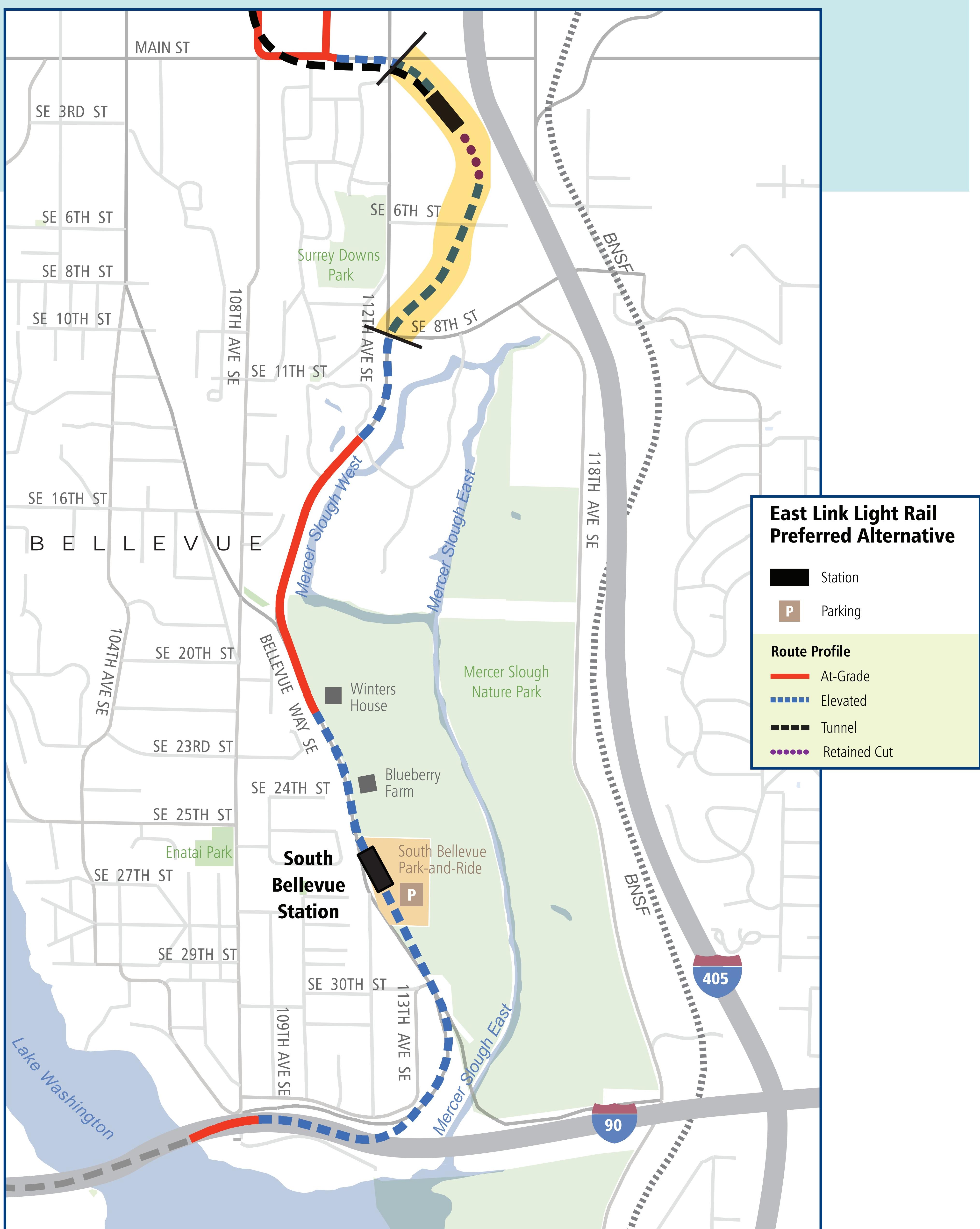
# SOUTH BELLEVUE

**112th Ave SE to SE 8th St**



# SOUTH BELLEVUE

## SE 8th St to Main Street



# PROJECT STATUS

## What's happening with East Link?

- The project is currently in the preliminary engineering phase and Sound Transit is soliciting public comment.
- Staff are reviewing the timeline for the Supplemental Draft Environmental Impact Statement (EIS) with the Federal Transit Administration.
- Now and in coming months, the East Link project team will be collecting critical survey information, including drilling geotechnical borings, needed to create a base map of the preferred alternative.
- Staff are reviewing the timeline for the Supplemental Draft Environmental Impact Statement (EIS) with the Federal Transit Administration.
- A Final Environmental Impact Statement (EIS) is being prepared using the preferred alternative, as well as the other alternatives from the Draft EIS. The Final EIS will document and respond to all comments received during the Draft EIS comment period and describe proposed mitigation commitments.
- In 2010, following completion of the Final EIS, the Sound Transit Board will make a final decision on the East Link project scope.



## What's happening in Downtown Bellevue?

- For downtown Bellevue, Sound Transit has continued engineering studies on the preferred alternative C4A, as well as the preferred tunnel alternative C3T, including making modifications that were identified by the Sound Transit Board of Directors. In addition, the Board recently directed the project team to conduct engineering studies on a new tunnel alternative, C9T.
- Sound Transit has also identified potential new at-grade alternatives running on 110th or 108th that cross I-405 on NE 6th Street.

## What is Preliminary Engineering?

During this phase, the project design will be developed to the 30 percent engineering design level. This means the alignment and station design will be further defined. After preliminary engineering, the project will enter into final design. Before construction, the project will reach 100 percent design.

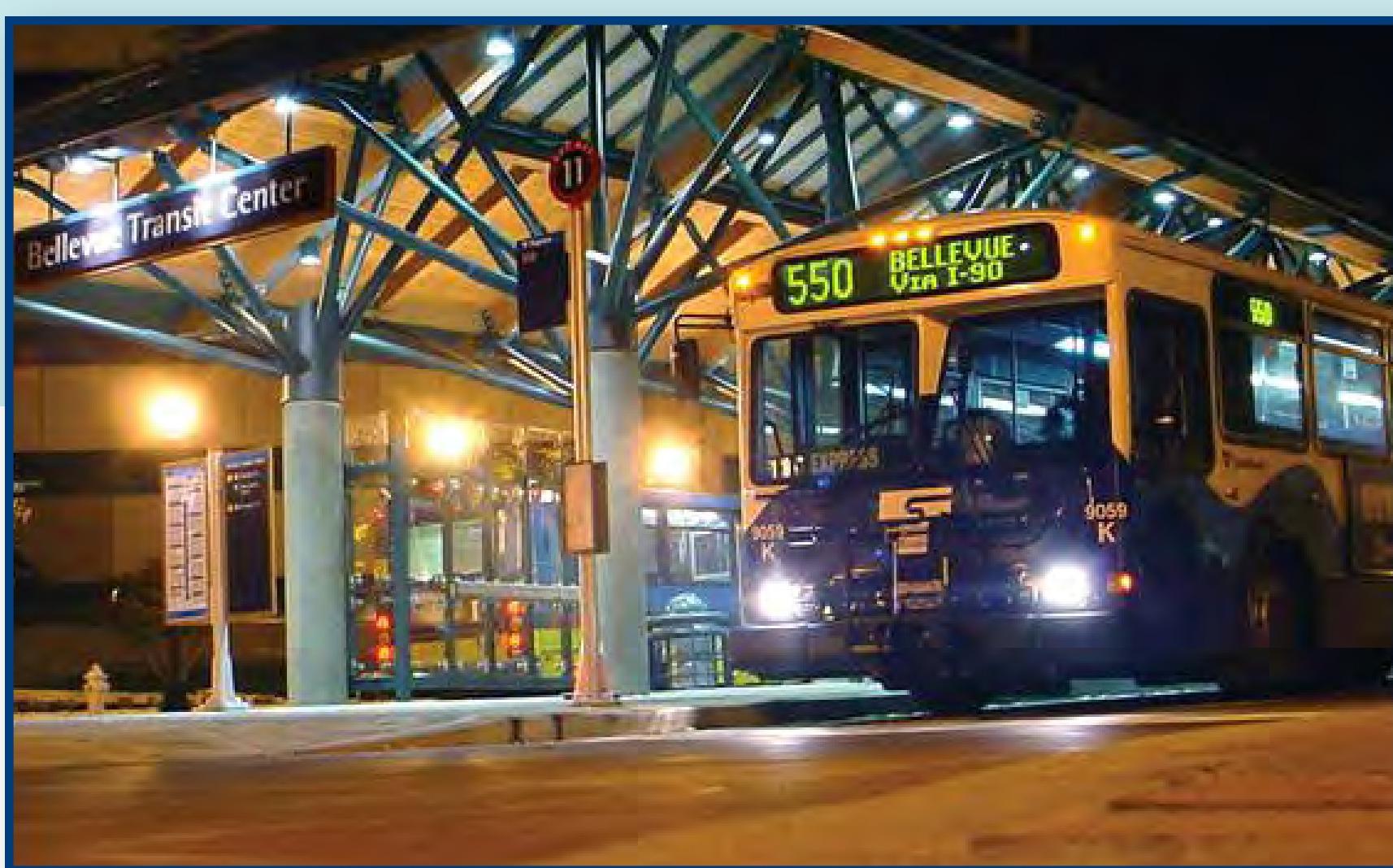


# DOWNTOWN BELLEVUE OVERVIEW

Trains will run at-grade on 108th Avenue Northeast and 110th Avenue Northeast. However, the Sound Transit Board will consider a largely bored tunnel under 108th Avenue Northeast if additional funding is found. Sound Transit is working with the City of Bellevue to identify additional funding sources for the Board to consider prior to the completion of the Final Environmental Impact Statement.

## Benefits:

- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 6,500-8,000 daily boardings would occur in this area.
- Light rail in this area would serve the dense urban central business district of Downtown Bellevue, which is a major regional urban center.



Bellevue Transit Center



Downtown Bellevue

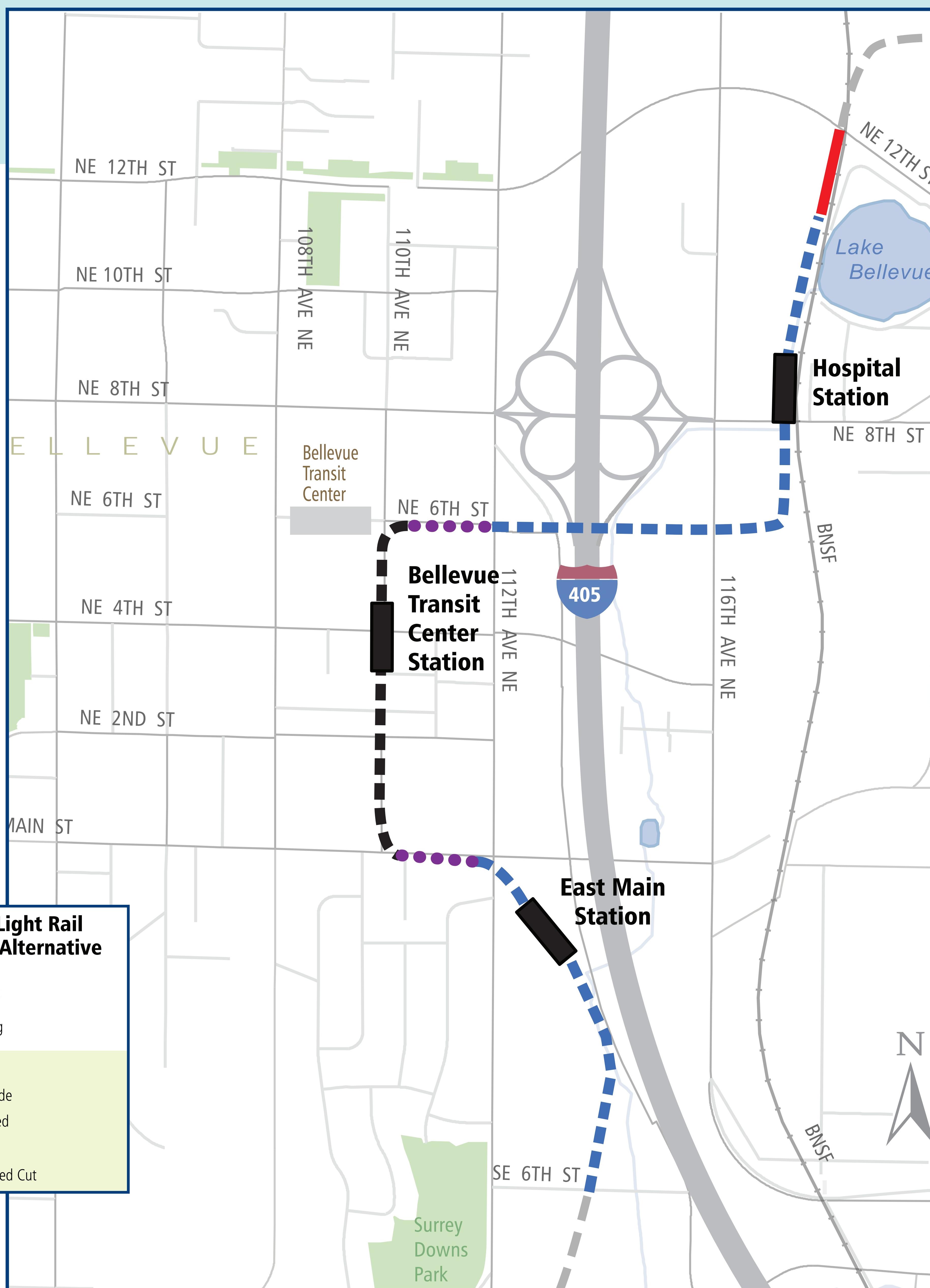


## Travel times (from Bellevue Transit Center):

International District/Chinatown=19 minutes • University of Washington=30 minutes  
Mercer Island=11 minutes • Overlake Transit Center= 13 minutes • Microsoft Campus= 15 minutes • Airport=55 minutes

# DOWNTOWN BELLEVUE

C9T



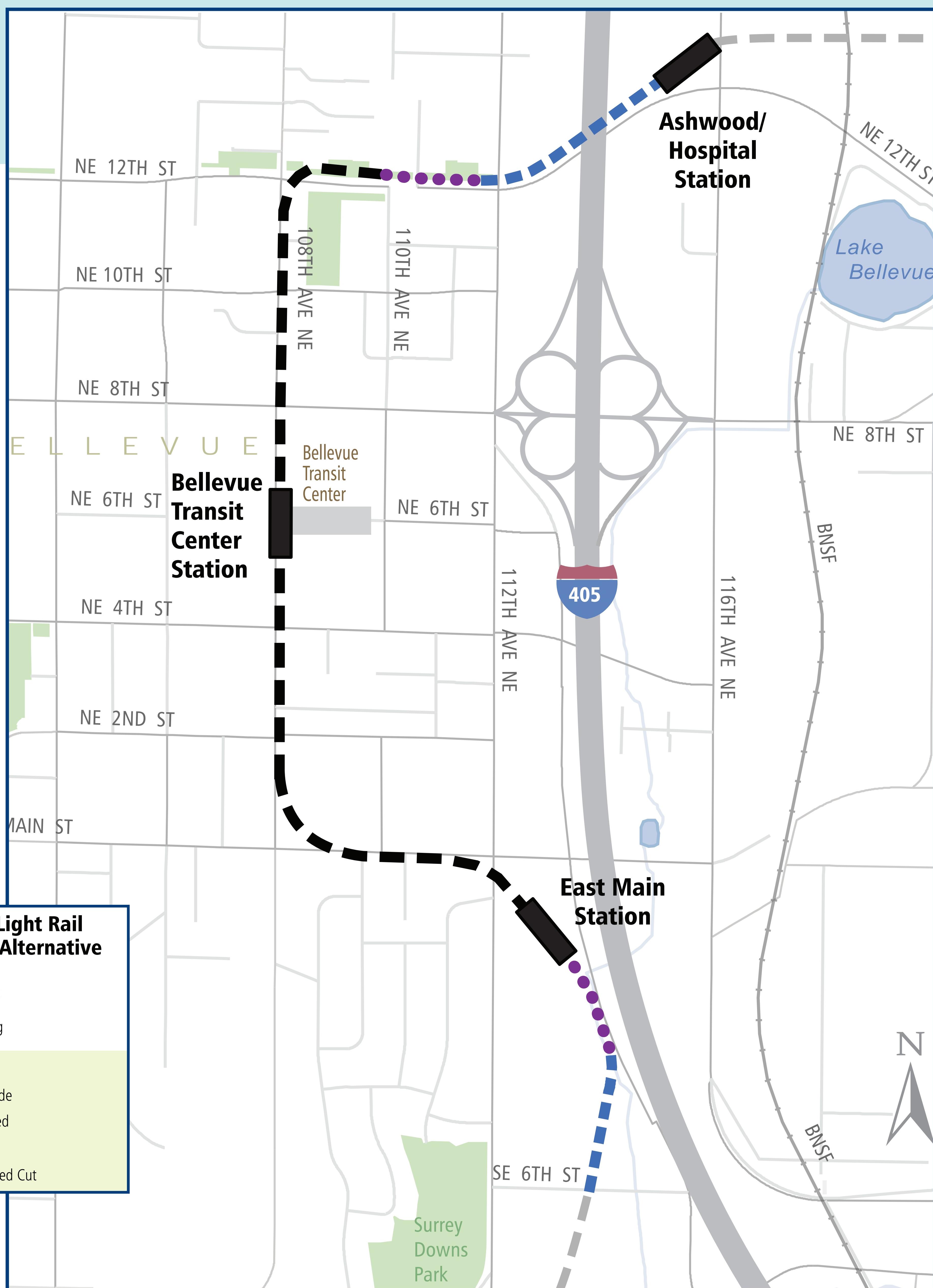
# DOWNTOWN BELLEVUE

C4A



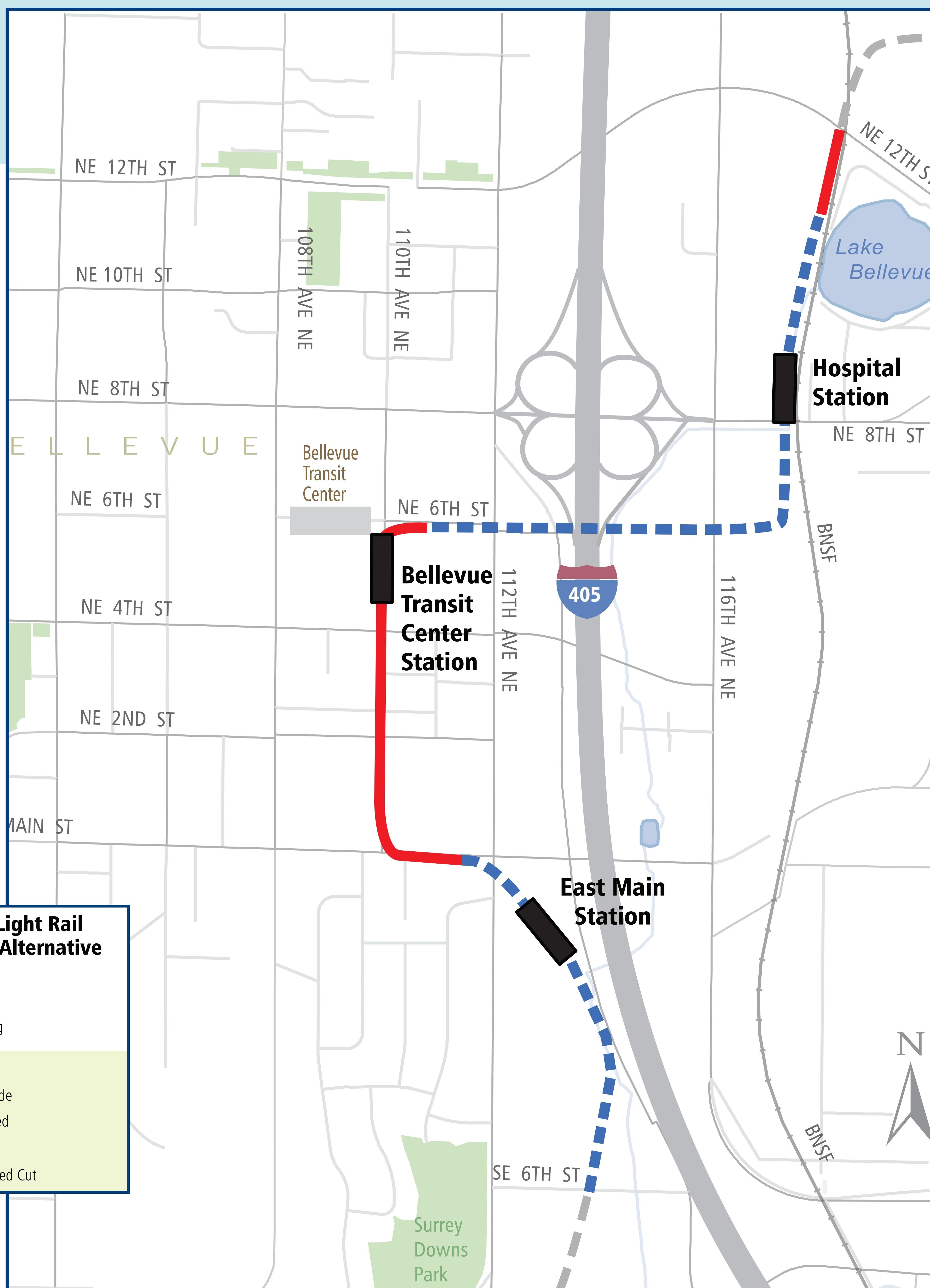
# DOWNTOWN BELLEVUE

C3T



# DOWNTOWN BELLEVUE

C9A



# DOWNTOWN BELLEVUE

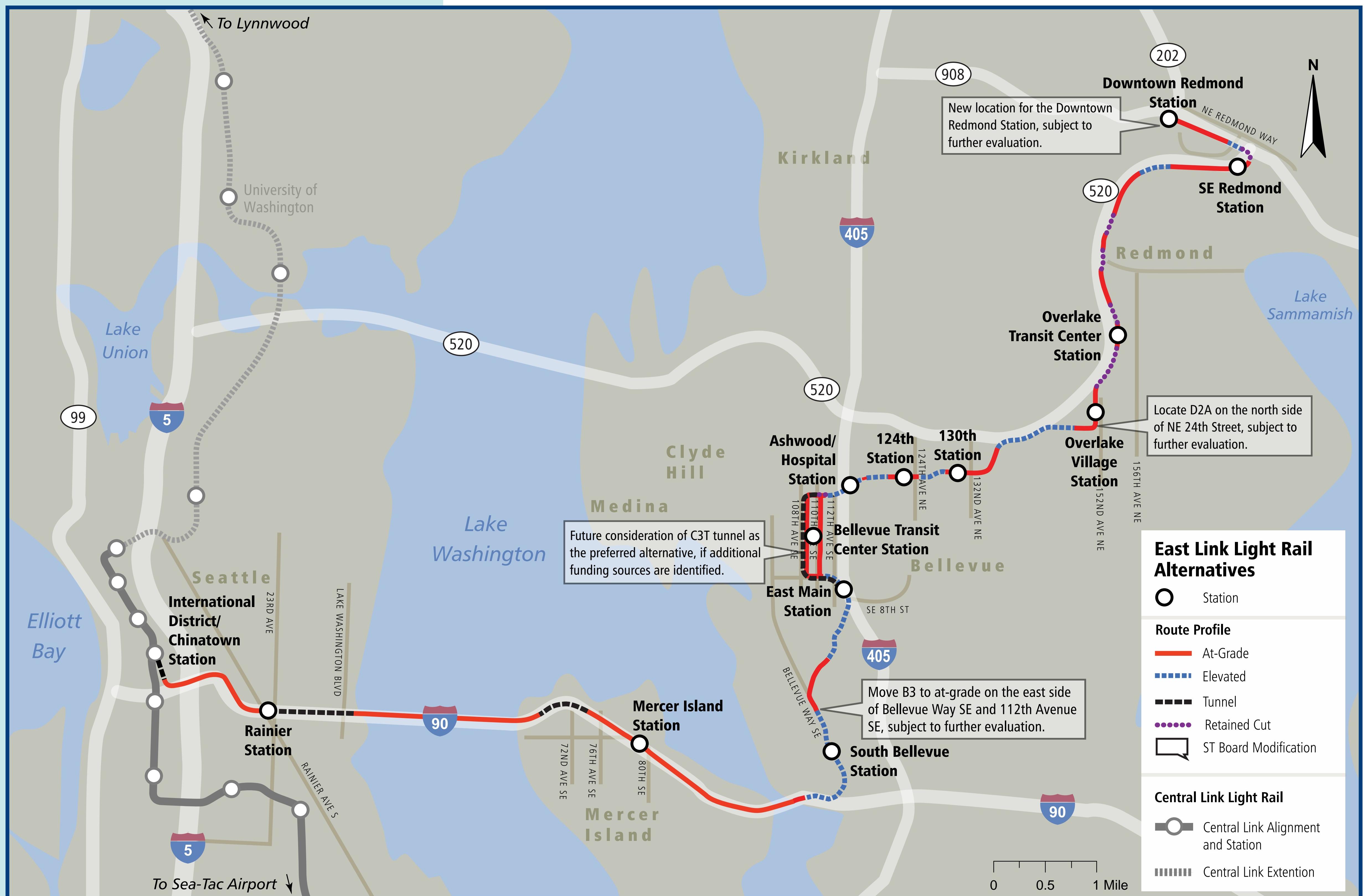
C11A



# EAST LINK PREFERRED ALTERNATIVE

East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake. Sound Transit is also conducting environmental review on the future extension between Overlake and downtown Redmond. The Sound Transit Board of Directors recently identified a preferred East Link alternative with eastside stations serving Mercer Island, south Bellevue, downtown Bellevue, Bel-Red, Overlake, and downtown Redmond, connecting to Seattle via I-90.

By 2030, East Link light rail will connect the Eastside's biggest population and employment centers, serving 40,000-45,000 daily riders on one of the region's most congested travel corridors.



# EAST LINK LIGHT RAIL TIMELINE

## Milestones and Key Features of the Project Development and Decision Process

	2006	2007	2008	2009	2010	2011-2013	2013-2014
Design/ Engineering	<p><b>✓ Scoping alternatives</b></p> <ul style="list-style-type: none"> <li>• 1% design</li> </ul>	<p><b>✓ Conceptual engineering</b></p> <ul style="list-style-type: none"> <li>• 5% design</li> </ul>		<p><b>Preliminary engineering</b></p> <ul style="list-style-type: none"> <li>• 30% design</li> <li>• Geotechnical work &amp; surveying</li> </ul>		<p><b>Final design</b></p> <ul style="list-style-type: none"> <li>• 60%, 90% and 100% design</li> </ul>	
Environmental	<p><b>✓ Scoping period (Fall)</b></p> <ul style="list-style-type: none"> <li>• 30-day comment period on scope of Environmental Impact Statement (EIS).</li> </ul> <p><b>✓ Draft EIS Alternatives (December)</b></p> <ul style="list-style-type: none"> <li>• Sound Transit Board identified alternatives to be considered in Draft EIS</li> </ul>	<p><b>✓ Draft EIS</b></p> <ul style="list-style-type: none"> <li>• Evaluated 19 route alternatives, 28 station options and 4 maintenance facility alternatives</li> <li>• Analyzed project's environmental impacts, mitigation measures and benefits</li> <li>• 75 day public comment period (December 2008 - February 2009)</li> </ul>		<p><b>✓ Identify Preferred Alternative (May)</b></p> <ul style="list-style-type: none"> <li>• Sound Transit Board identified a preferred alternative (not a final decision)</li> </ul>	<p><b>Supplemental Draft EIS (Mid 2010)</b></p> <p><b>Final EIS (Fall)</b></p> <ul style="list-style-type: none"> <li>• Evaluates preferred alternative and all alternatives considered in Draft EIS</li> <li>• Responds to comments on the Draft EIS</li> <li>• Describes proposed mitigation commitments</li> </ul> <p><b>Project Decision (Fall)</b></p> <ul style="list-style-type: none"> <li>• Sound Transit Board makes a final decision on project to be built after completion of Final EIS, based on Final EIS findings</li> </ul> <p><b>Federal Record of Decision (Fall)</b></p> <ul style="list-style-type: none"> <li>• FTA issues a federal Record of Decision (required before any federal funding or approvals)</li> </ul>		
Public Involvement	<p><b>✓ Scoping outreach</b></p> <ul style="list-style-type: none"> <li>• Held four public scoping meetings and one agency scoping meetings</li> <li>• Received approximately 300 comments</li> <li>• Community briefings</li> </ul>	<p><b>✓ Route &amp; station workshops (Spring)</b></p> <ul style="list-style-type: none"> <li>• Conducted five community workshops</li> </ul> <p><b>✓ Fairs &amp; festivals (Summer)</b></p> <ul style="list-style-type: none"> <li>• Conducted outreach and gathered comments at community festivals</li> </ul> <p><b>✓ Community briefings (Ongoing)</b></p> <ul style="list-style-type: none"> <li>• Briefed community groups and organizations</li> </ul>	<p><b>✓ Fairs &amp; festivals (Summer)</b></p> <ul style="list-style-type: none"> <li>• Conducted outreach and gathered comments at community festivals</li> </ul> <p><b>✓ Community briefings (Ongoing)</b></p> <ul style="list-style-type: none"> <li>• Briefed community groups and organizations</li> </ul>	<p><b>✓ Draft EIS hearings (Jan-Feb)</b></p> <ul style="list-style-type: none"> <li>• Conducted five public hearings to gather comment on Draft EIS</li> <li>• Approximately 765 comments received</li> </ul> <p><b>✓ Fairs &amp; festivals (Summer)</b></p> <ul style="list-style-type: none"> <li>• Conducted outreach and gathered comments at community festivals</li> </ul> <p><b>Community workshops (Fall)</b></p> <ul style="list-style-type: none"> <li>• Neighborhood-focused design workshops</li> </ul> <p><b>Community briefings (Ongoing)</b></p> <ul style="list-style-type: none"> <li>• Briefings to community groups and organizations</li> </ul>	<p><b>Public meetings (Winter/Spring):</b></p> <ul style="list-style-type: none"> <li>• Conduct public meetings throughout alignment</li> </ul> <p><b>Supplemental Draft Environmental Impact Statement (Early 2010)</b></p> <ul style="list-style-type: none"> <li>• Public comment period and hearing</li> </ul> <p><b>Fairs &amp; festivals (Summer)</b></p> <ul style="list-style-type: none"> <li>• Conduct outreach and gather comments at community festivals</li> </ul> <p><b>Community briefings (Ongoing)</b></p> <ul style="list-style-type: none"> <li>• Briefings to community groups and organizations</li> </ul>		
Construction							<p><b>Begin construction Late 2013</b></p>  <p><b>2020 Service Begins</b></p>

## **Appendix G:**

### **Notification Materials**



# LINK LIGHT RAIL East Link Project

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This workshop will be focused on the downtown Bellevue preferred route and stations, identified by the Sound Transit Board, as well as the tunnel alternatives. Additional public meetings will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.

## Neighborhood Public Workshop

*Workshop will be held from 4 to 7 p.m.  
(presentation begins at 5 p.m.)*

### DOWNTOWN BELLEVUE

Wednesday, Nov. 18, 2009

Bellevue City Hall

450 110th Ave. NE, Bellevue

*Interpreters, as well as accommodations for persons with disabilities, can be arranged upon request with sufficient notice by calling 1-800-823-9230 or TTY Relay: 711.*

To learn more about East Link public meetings, please visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), or contact Katie Kuciomba, Community Outreach Specialist at (206) 398-5459 or [katie.kuciomba@soundtransit.org](mailto:katie.kuciomba@soundtransit.org). The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at [www.soundtransit.org/subscribe](http://www.soundtransit.org/subscribe). For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)

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To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 咨询或讨论拟在 East King County 举行的 Link light rail 公共交通项目，請在正常的工作時間致电 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyektong sasakyang pangnasa sa Silangang King County tawagin ang 1-800-823-9230 habang sa karaniwan mga oras ng punggalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в южной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyên chở công cộng đường hoả xa nhì Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درومرود مسیور پوشش‌های شده برای پروره ترازنیت سپهک راه اعلی در کیکن شرقی با شماره ۱-۸۰۰-۸۲۳-۹۲۳۰.



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Mahn nát chuyen với Sound Transit về đề án chuyển cho công cộng đường هو xa nhì Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường R.

در معرفه مسیر پیشنهاد شده برای پروژه مترویت سیک راه اندیشی در کلک شرقي با شماره ۱-۸۰۰-۸۲۳-۹۲۳۰ در ساعت‌های کاری تمام پیگویید. برای کنکتو گوسنونه ترازیت



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## Neighborhood Public Workshops

*Each workshop will be held from 5 to 7:30 p.m. (presentation begins at 5:30 p.m.)*

### **OVERLAKE/REDMOND**

Monday, Oct. 12, 2009  
VFW Building  
(Jerry Foley Memorial Hall)  
4330 148th Ave. NE, Redmond

### **BEL-RED**

Thursday, Oct. 15, 2009  
Stevenson Elementary School  
(Gymnasium)  
14220 NE 8th St, Bellevue

### **SOUTH BELLEVUE**

Wednesday, Oct. 14, 2009  
Bellevue High School (Cafeteria)  
10416 Wolverine Way, Bellevue

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# LINK LIGHT RAIL East Link Project

Sound Transit is currently designing the **East Link preferred alternative**, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's **East Link project team is seeking public participation** at **interactive workshops** focused on advancing preliminary engineering. You will have the opportunity to:

- Learn about the East Link light rail system
- Provide feedback to inform the preliminary engineering of the project
- Tell us more about your community and how East Link can best serve you.

Each workshop is focused on the neighborhood preferred route and station for each location. Additional workshops will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.



## Neighborhood Public Workshops

*Each workshop will be held from 5 to 7:30 p.m. (presentation begins at 5:30 p.m.)*

### OVERLAKE/REDMOND

Monday, Oct. 12, 2009  
VFW Building  
(Jerry Foley Memorial Hall)  
4330 148th Ave. NE, Redmond

### SOUTH BELLEVUE

Wednesday, Oct. 14, 2009  
Bellevue High School (Cafeteria)  
10416 Wolverine Way, Bellevue

### BEL-RED

Thursday, Oct. 15, 2009  
Stevenson Elementary School  
(Gymnasium)  
14220 NE 8th St, Bellevue

*Interpreters, as well as accommodations for persons with disabilities, can be arranged upon request with sufficient notice by calling 1-800-823-9230 or 1-888-713-6030 TTY.*

To learn more about East Link public meetings, please visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), or contact Katie Kuciomba, Community Outreach Specialist at 206-398-5459 or [katie.kuciomba@soundtransit.org](mailto:katie.kuciomba@soundtransit.org). The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at [www.soundtransit.org/subscribe](http://www.soundtransit.org/subscribe). For information in alternative formats, call 1-800-201-4900/1-888-713-6030 TTY or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)





# 輕鐵東線工程

# LINK LIGHT RAIL East Link Project

**SOUNDTRANSIT**

Sound Transit現正籌備著設計**輕鐵東線的行走路線**。這次的項目包括對理事會之前于2009年5月份通過的路線進行調整。為了能夠更好地服務更多的群衆，Sound Transit這次的**輕鐵東線項目非常需要市民的參與**。希望您能夠抽時參加我們的關於提高初步工程的**互動專題討論會**。您將有機會：

- 知道更多關於輕鐵東線系統的知識
- 回應有關初步工程的項目
- 提出如何讓輕鐵東線更好地服務你們社區建議

每一個專題討論會都將著重于該地點附近的路線和輕鐵站。而在整個初步工程項目的過程中我們將會陸續提供更多的討論會。



## 鄰近地區公眾討論會

每個討論會將會于以下日期的下午五點至七點半舉行（演講將于五點半開始）

### OVERLAKE/REDMOND

星期一，2009年10月12日  
VFW Building  
(Jerry Foley Memorial Hall)  
4330 148th Ave. NE,  
Redmond

### SOUTH BELLEVUE

星期三，2009年10月14日  
Bellevue High School (Cafeteria)  
10416 Wolverine Way,  
Bellevue

### BEL-RED

星期四，2009年10月15日  
Stevenson Elementary School  
(Gymnasium)  
14220 NE 8th St,  
Bellevue

殘障人士的陪同和翻譯請撥打1-800-823-9230 或 TTY Relay:711 以取得必要的幫助。

關於輕鐵東線的公眾會議，請留覽[www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)，或聯系Katie Kuciomba，電話 (206) 398-5459，電郵地址 [katie.kuciomba@soundtransit.org](mailto:katie.kuciomba@soundtransit.org)。

請于網站[www.soundtransit.org/subscribe](http://www.soundtransit.org/subscribe)上報名收到我們的電郵以獲得最新消息。或請撥打1-800-201-4900/TTY Relay:711或發電郵至[accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)。





# East Link light rail

Sound Transit is currently designing the **East Link preferred alternative**, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's **East Link project team is seeking public participation** at **interactive workshops** focused on advancing preliminary engineering. You will have the opportunity to:

- Learn about the East Link light rail system
- Provide feedback to inform the preliminary engineering of the project
- Tell us more about your community and how East Link can best serve you.

Each workshop is focused on the neighborhood preferred route and station for each location. Additional workshops will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.



## NEIGHBORHOOD Public Workshops

*Each workshop will be held from 5 to 7:30 p.m.*

### OVERLAKE/REDMOND

Monday, Oct. 12, 2009  
VFW Hall  
4330 148th Ave. NE, Redmond

### SOUTH BELLEVUE

Wednesday, Oct. 14, 2009  
Bellevue High School (Cafeteria)  
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Stevenson Elementary School (Gymnasium)  
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# LINK LIGHT RAIL East Link Project



Sound Transit is currently designing the **East Link preferred alternative**, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's **East Link project team is seeking public participation at a downtown Bellevue interactive workshop** focused on advancing preliminary engineering. You will have the opportunity to:

- Learn about the East Link light rail system, including a new alternative for downtown Bellevue
- Provide feedback to inform the preliminary engineering of the project
- Tell us more about your community and how East Link can best serve you.

This workshop will be focused on the downtown Bellevue preferred route and stations, identified by the Sound Transit Board, as well as the tunnel alternatives.

Additional public meetings will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.

Visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)

To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 咨询或讨论有关 East King County 進行的 Link light rail 公共交通项目，請在正常的工作時間致電 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyekto ng sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

## Link Light Rail System

East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake. Sound Transit is also conducting environmental review on the future extension between Overlake and downtown Redmond. The Sound Transit Board of Directors recently identified a preferred East Link alternative with eastside stations serving Mercer Island, south Bellevue, downtown Bellevue, Bel-Red, Overlake, and downtown Redmond, connecting to Seattle via I-90.

## NEIGHBORHOOD Public Workshop

*Workshop will be held from 4 to 7 p.m.  
(presentation begins at 5 p.m.)*

### DOWNTOWN BELLEVUE

Wednesday, Nov. 18, 2009  
Bellevue City Hall  
450 110th Ave. NE, Bellevue

To learn more about East Link public meetings, please visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), or contact Katie Kuciomba, Community Outreach Specialist at 206-398-5459 or [katie.kuciomba@soundtransit.org](mailto:katie.kuciomba@soundtransit.org).

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## **Appendix H:**

### **Presentations**

# **East Link Light Rail**

## **Downtown Bellevue Workshop**

### **November 18, 2009**

# **Welcome!**

# Agenda

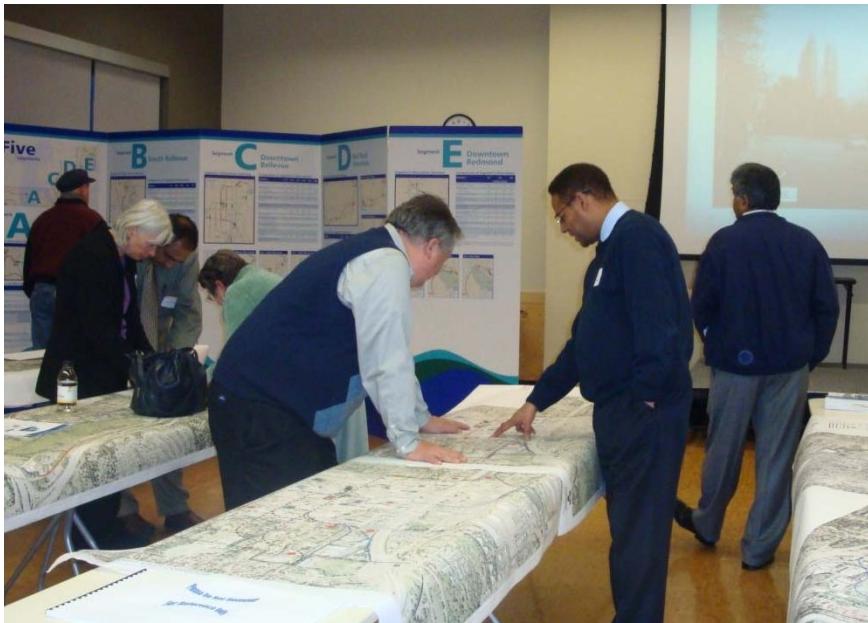
- Opening Presentation - 5:00 p.m.
  - I. Meeting Purpose (Katie Kuciemba)
  - II. Project Status Update (Don Billen)
  - III. Preferred Alternative Overview (Don Billen)
  - IV. Key Features for South Bellevue (Sue Comis)
  - V. Workshop Format Overview (Katie Kuciemba)
- Workshop - 5:30 p.m.
- Adjourn - 7:00 p.m.

# Meeting Purpose

- Learn about the East Link light rail system
- Talk to project staff
- Help us make the preferred alternative the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities & next steps
- Submit comments and sign up for electronic updates

# Project Status Update

# Arriving at the Preferred Alternative



*Mercer Island Open House*

- Sound Transit published the Draft Environmental Impact Statement (EIS) on December 12, 2008
- Hosted five public hearings in Seattle, Mercer Island, Bellevue and Redmond
- Preferred alternative identified by Sound Transit Board of Directors in May 2009

# What's happening with East Link?



- Designing the East Link preferred alternative, including modifications recommended by the Sound Transit Board.
  - Preliminary engineering phase
- Collecting survey/geotechnical information
- Review timeline for Supplemental Draft EIS
- Preparing information for the Final EIS

# East Link Timeline

- **2009-2010** – Preliminary Engineering
- **Early 2010** – Supplemental Draft EIS published & public hearing/comment period
- **Fall 2010** - Final EIS published
- **Fall 2010** – Final Project Decision by Board
- **2011-2013** – Final Design
- **2013/2014** – Construction begins
- **2020/2021**- Service begins

# Preferred Alternative



# Seattle & Mercer Island



- Light rail will run on the existing I-90 center roadway
- Stations: Rainier Avenue in Seattle and Mercer Island
- New HOV lanes will be constructed on the I-90 outer roadways

# South Bellevue



- Trains will run from I-90 north along Bellevue Way SE and 112th Ave. SE
  - Subject to further evaluation, the route will be on the east side of Bellevue Way and 112<sup>th</sup> Ave. SE
- South Bellevue Station with 1400 spaces and Park-and-Ride

# Downtown Bellevue



- Trains will run at-grade on 108th Ave. NE and 110th Ave. NE
- The Sound Transit Board will consider a tunnel if additional funding is found
  - Working with the City of Bellevue
- Three stations: East Main, Bellevue Transit Center, Hospital Station
- Traffic Analysis Peer Review

# Bel-Red/Overlake Corridor



- Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus
- 3 – 4 stations
- Alignment shifts to north side of NE 24<sup>th</sup> Street

# Redmond



- Funding has not been approved for construction, however preliminary design and environmental study is funded
- Future route along State Route 520 and northern edge of Marymoor Park
- Stations: SE Redmond and terminal station near Redmond Town Center is under evaluation
- 1400 space Park-and-Ride

# Key Features for Downtown Bellevue



# Workshop Format

- Review project information at display stations
- Discuss your comments at stations with staff
- Share your feedback with staff and/or by writing comments in your workbook
- Submit any written comments in your workbook tonight or by mail or e-mail

# We Want to Hear from You!

- Neighborhood workshops (Fall 2009)
- Community and stakeholder briefings (ongoing)
- Supplemental Draft EIS public comment period (early 2010)
- Project corridor open houses (Spring 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)



# Questions?

Contact Katie Kuciemba,  
Community Outreach Specialist  
206-398-5459 or  
[katie.kuciemba@soundtransit.org](mailto:katie.kuciemba@soundtransit.org)  
[eastlink@soundtransit.org](mailto:eastlink@soundtransit.org)

# **East Link Light Rail**

## **Bel-Red Corridor Workshop**

### **October 15, 2009**

# **Welcome!**

# Agenda

- Opening Presentation - 5:30 p.m.
  - I. Meeting Purpose (Katie Kuciemba)
  - II. Project Status Update (Katie Kuciemba)
  - III. Preferred Alternative Overview (Leonard McGhee)
  - IV. Key Features for Overlake/Redmond (Leonard McGhee)
  - V. Workshop Format Overview (Katie Kuciemba)
- Workshop - 6:00 p.m.
- Adjourn - 7:30 p.m.



# Meeting Purpose

- Learn about the East Link light rail system
- Talk to project staff
- Help us make the preferred alternative the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities & next steps
- Submit comments and sign up for electronic updates



# Project Status Update



# Arriving at the Preferred Alternative



*Mercer Island Open House*

- Sound Transit published the Draft Environmental Impact Statement (EIS) on December 12, 2008
- Hosted five public hearings in Seattle, Mercer Island, Bellevue and Redmond
- Preferred alternative identified by Sound Transit Board of Directors in May 2009



# What's happening with East Link?



- Designing the East Link preferred alternative, including modifications recommended by the Sound Transit Board.
  - Preliminary engineering phase
- Collecting survey/geotechnical information
- Supplemental Draft EIS
- Preparing information for the Final EIS



# East Link Timeline

- **2009-2010** – Preliminary Engineering
- **Early 2010** – Supplemental Draft EIS published & public hearing/comment period
- **Fall 2010** - Final EIS published
- **Fall 2010** – Final Project Decision by Board
- **2011-2013** – Final Design
- **2013/2014** – Construction begins
- **2020/2021**- Service begins

# Preferred Alternative



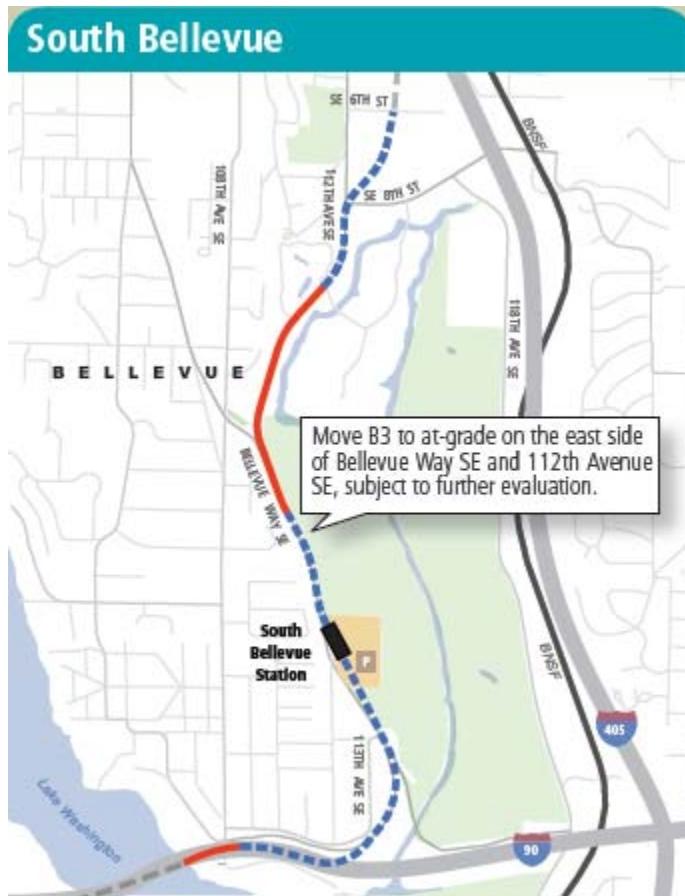
# Seattle & Mercer Island



- Light rail will run on the existing I-90 center roadway
- Stations: Rainier Avenue in Seattle and Mercer Island
- New HOV lanes will be constructed on the I-90 outer roadways



# South Bellevue



- Trains will run from I-90 north along Bellevue Way SE and 112th Ave. SE
  - Subject to further evaluation, the route will be on the east side of Bellevue Way and 112<sup>th</sup> Ave. SE
- South Bellevue Station with 1400 spaces and Park-and-Ride



# Downtown Bellevue



- Trains will run at-grade on 108th Ave. NE and 110th Ave. NE
- The Sound Transit Board will consider a tunnel if additional funding is found
- Three stations: East Main, Bellevue Transit Center, Hospital Station
- Working with the City of Bellevue to identify additional funding sources



# Bel-Red/Overlake Corridor



- Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus
- 3 – 4 stations
- Alignment shifts to north side of NE 24<sup>th</sup> Street

# Redmond

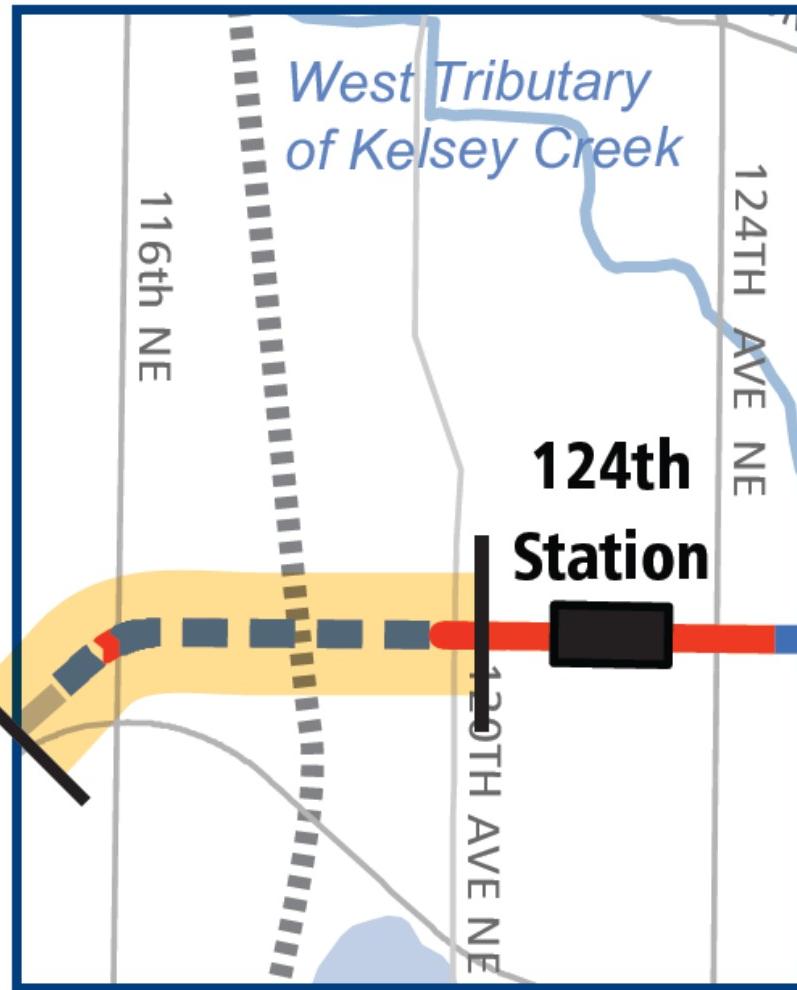


- Funding has not been approved for construction, however preliminary design and environmental study is funded
- Future route running along State Route 520 and the northern edge of Marymoor Park
- Stations: SE Redmond and terminal station near Redmond Town Center is under evaluation
- 1400 space Park-and-Ride

# **Key Features for the Bel-Red Corridor**



# I-405 to 120<sup>th</sup> St



- At-grade crossing at 116th St
- Medical District

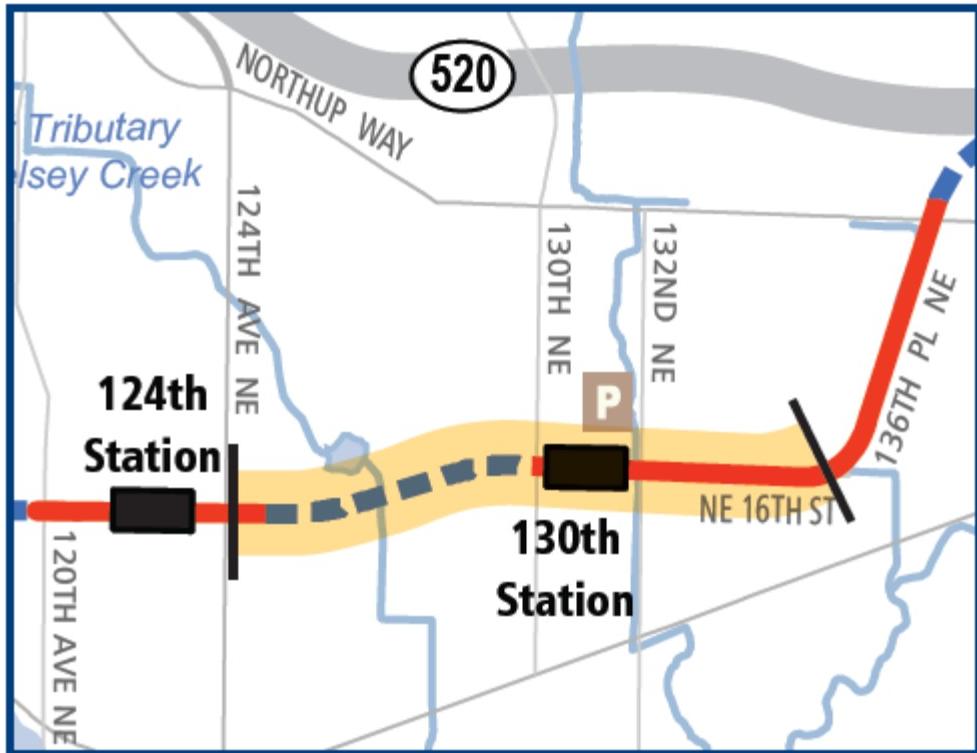


# 120<sup>th</sup> to 124<sup>th</sup> Ave



- Station at 124th St
- Future Spring District mixed use development

# 124<sup>th</sup> to 136<sup>th</sup> Ave



- Park-and-ride with 300 spaces
- Kelsey Creek Crossing

# 136<sup>th</sup> to SR 520



- At-grade crossing at NE 20th St
- Major auto dealerships



# Workshop Format

- Review project information at display stations
- Discuss your comments at stations with staff
- Share your feedback with staff and/or by writing comments in your workbook
- Submit any written comments in your workbook tonight or by mail or e-mail



# We Want to Hear from You!

- Neighborhood workshops (Fall 2009)
- Community and stakeholder briefings (ongoing)
- Supplemental Draft EIS public comment period (early 2010)
- Project corridor open houses (Spring 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)



# Questions?

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Community Outreach Specialist  
206-398-5459 or  
[katie.kuciembra@soundtransit.org](mailto:katie.kuciembra@soundtransit.org)  
[eastlink@soundtransit.org](mailto:eastlink@soundtransit.org)



# **East Link Light Rail**

## **South Bellevue Workshop**

### **October 14, 2009**

# **Welcome!**

# Agenda

- Opening Presentation - 5:30 p.m.
  - I. Meeting Purpose (Katie Kuciemba)
  - II. Project Status Update (Don Billen)
  - III. Preferred Alternative Overview (Don Billen)
  - IV. Key Features for South Bellevue (Sue Comis)
  - V. Workshop Format Overview (Katie Kuciemba)
- Workshop - 6:00 p.m.
- Adjourn - 7:30 p.m.



# Meeting Purpose

- Learn about the East Link light rail system
- Talk to project staff
- Help us make the preferred alternative the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities & next steps
- Submit comments and sign up for electronic updates



# Project Status Update



# Arriving at the Preferred Alternative



*Mercer Island Open House*

- Sound Transit published the Draft Environmental Impact Statement (EIS) on December 12, 2008
- Hosted five public hearings in Seattle, Mercer Island, Bellevue and Redmond
- Preferred alternative identified by Sound Transit Board of Directors in May 2009



# What's happening with East Link?



- Designing the East Link preferred alternative, including modifications recommended by the Sound Transit Board.
  - Preliminary engineering phase
- Collecting survey/geotechnical information
- Review timeline for Supplemental Draft EIS
- Preparing information for the Final EIS



# East Link Timeline

- **2009-2010** – Preliminary Engineering
- **Early 2010** – Supplemental Draft EIS published & public hearing/comment period
- **Fall 2010** - Final EIS published
- **Fall 2010** – Final Project Decision by Board
- **2011-2013** – Final Design
- **2013/2014** – Construction begins
- **2020/2021**- Service begins

# Preferred Alternative



# Seattle & Mercer Island



- Light rail will run on the existing I-90 center roadway
- Stations: Rainier Avenue in Seattle and Mercer Island
- New HOV lanes will be constructed on the I-90 outer roadways



# South Bellevue



- Trains will run from I-90 north along Bellevue Way SE and 112th Ave. SE
  - Subject to further evaluation, the route will be on the east side of Bellevue Way and 112<sup>th</sup> Ave. SE
- South Bellevue Station with 1400 spaces and Park-and-Ride



# Downtown Bellevue



- Trains will run at-grade on 108th Ave. NE and 110th Ave. NE
- The Sound Transit Board will consider a tunnel if additional funding is found
  - Working with the City of Bellevue
- Three stations: East Main, Bellevue Transit Center, Hospital Station
- Traffic Analysis Peer Review



# Bel-Red/Overlake Corridor



- Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus
- 3 – 4 stations
- Alignment shifts to north side of NE 24<sup>th</sup> Street

# Redmond



- Funding has not been approved for construction, however preliminary design and environmental study is funded
- Future route along State Route 520 and northern edge of Marymoor Park
- Stations: SE Redmond and terminal station near Redmond Town Center is under evaluation
- 1400 space Park-and-Ride

# Key Features for South Bellevue

# I-90 to 112<sup>th</sup> Ave SE



- Preserves HOV direct access ramps
- Side running alignment (east)
  - Winters House possible relocation
- Elevated alignment transitions to at-grade
- South Bellevue Station
  - Park-and-Ride expansion to 1400 spaces
  - Bus connections
  - Drop-off and pick-up
  - Pedestrian and bike access

# 112<sup>th</sup> Ave SE to SE 8<sup>th</sup> St



- Side-running alignment (east)
- At-grade alignment transitions to elevated
- Options for at-grade or elevated alignment at SE 15th Street crossing

# SE 8<sup>th</sup> Street to Main Street



- Elevated alignment
- Straightened alignment to minimize property impacts north of SE 10th St.
- East Main Street station



# Workshop Format

- Review project information at display stations
- Discuss your comments at stations with staff
- Share your feedback with staff and/or by writing comments in your workbook
- Submit any written comments in your workbook tonight or by mail or e-mail



# We Want to Hear from You!

- Neighborhood workshops (Fall 2009)
- Community and stakeholder briefings (ongoing)
- Supplemental Draft EIS public comment period (early 2010)
- Project corridor open houses (Spring 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)



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[eastlink@soundtransit.org](mailto:eastlink@soundtransit.org)

# **East Link Light Rail**

## **Overlake/Redmond Workshop**

### **October 12, 2009**

# **Welcome!**

# Agenda

- Opening Presentation-5:30 p.m.
  - I. Meeting Purpose
  - II. Project Status Update
  - III. Preferred Alternative Overview
  - IV. Considerations for Overlake/Redmond
  - V. Workshop Format Overview
- Workshop-6:00 p.m.
- Adjourn-7:30 p.m.

# Meeting Purpose

*During tonight's workshop, you will have the opportunity to:*

- Learn about the East Link light rail system
- Talk to project staff
- Help us make the preferred alternative the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities & next steps
- Submit comments and sign up for electronic updates

# Project Status Update

# Draft EIS Outreach Summary



*Mercer Island Open House*

- Sound Transit published the Draft Environmental Impact Statement (EIS) on December 12, 2008.
- 75-day public comment period
- Hosted five public hearings in Seattle, Mercer Island, Bellevue and Redmond attended by over 500 people
- Preferred alternative identified by Sound Transit Board in May

# What's happening with East Link?



- Designing the East Link preferred alternative, including modifications recommended by the Sound Transit Board.
- Preliminary engineering phase
- Collecting survey information
- Review timeline for Supplemental Draft EIS
- Preparing information for the Final EIS
- The Board will make a final decision on the project scope in 2010, after the Final EIS is completed.

# Overall Timeline

- **2009-2010** – Preliminary Engineering
- **Fall 2010** - Final EIS published
- **2011-2013** – Final Design
- **2013/2014** – Construction begins
- **2020/2021**- Service begins

# Preferred Alternative



# Seattle & Mercer Island



- Light rail will run on the existing I-90 center roadway
- Stations at Rainier Avenue in Seattle and Mercer Island
- New HOV lanes will be constructed on the I-90 outer roadways
- Preserves existing number of general purpose lanes

# South Bellevue



- Trains will run from I-90 north along Bellevue Way Southeast and 112th Avenue Southeast
- Station serves south Bellevue.
- Subject to further evaluation, the route will be on the east side of Bellevue Way and 112<sup>th</sup> Southeast.

# Downtown Bellevue



- Trains will run at-grade on 108th Avenue Northeast and 110th Avenue Northeast.
- The Sound Transit Board will consider a largely bored tunnel under 108th Avenue NE if additional funding is found.
- Sound Transit is working with the City of Bellevue to identify additional funding sources

# Bel-Red/Overlake Corridor



- Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus
- Combination of elevated and at-grade alignments located north of Bel-Red Road.
- Subject to further evaluation, the route will be on the north side of NE 24th Street in the Overlake Village area.

# Redmond



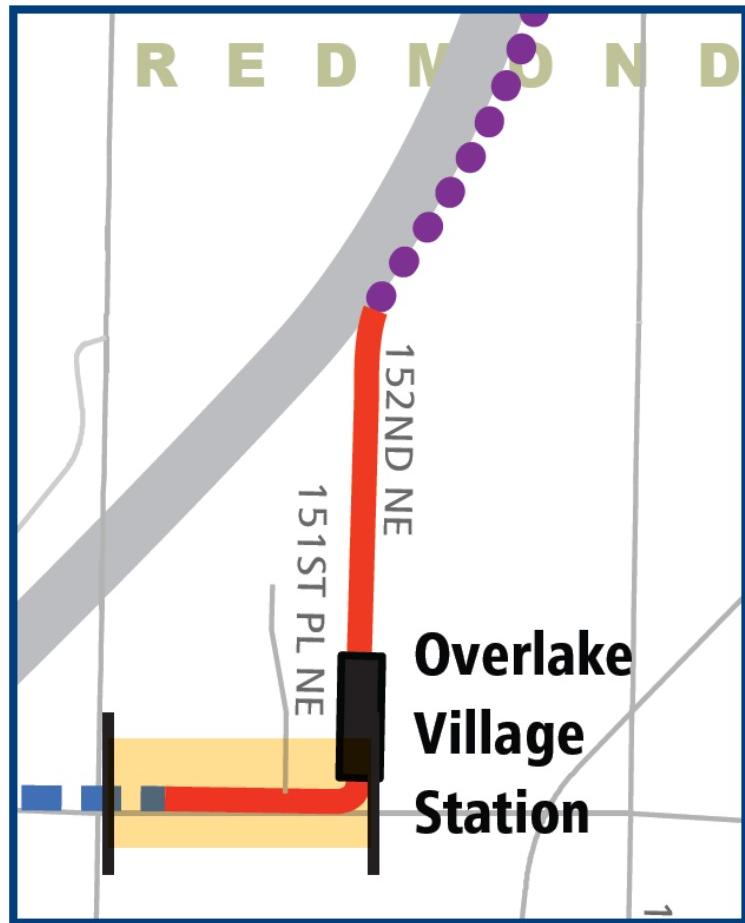
- Funding has not been approved for construction of the segment between Overlake Transit Center and downtown Redmond, however voters did fund preliminary design and environmental study.
- The Sound Transit Board identified a future route running along State Route 520 and the northern edge of Marymoor Park to a station in downtown Redmond.
- A terminal station near Redmond Town Center is under evaluation.

# Key Features

# Overlake Benefits

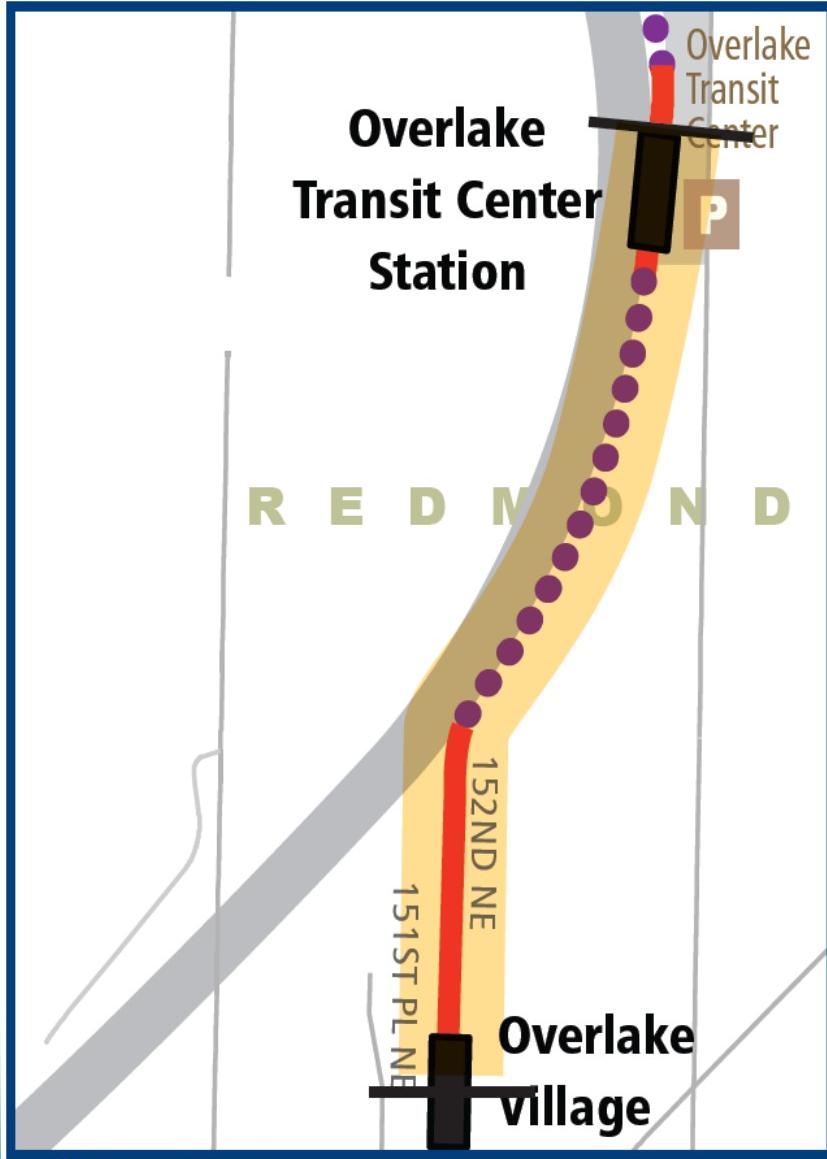
- Access to high quality, frequent transit service
- Local bus service re-oriented to serve stations.
- Approximately 6,500 daily boardings
- Supports the land use redevelopment plans of Redmond.
- Serves Overlake Village and Microsoft headquarters.
- Serves two park-and-ride lots and adds a parking garage at the Overlake Transit Center

# 148<sup>th</sup> Ave NE to 152<sup>nd</sup> NE



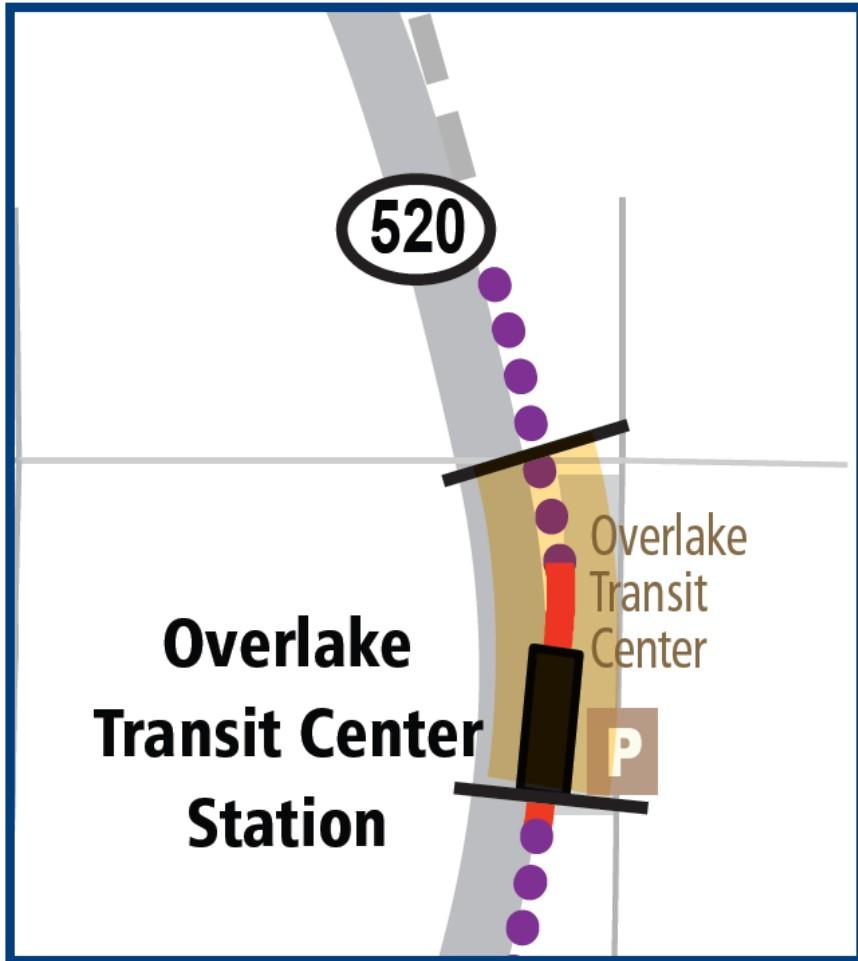
- Alignment on north side of NE 24th St
- Access needs for Safeway shopping center and PS business park

# NE 24<sup>th</sup> St to SR 520



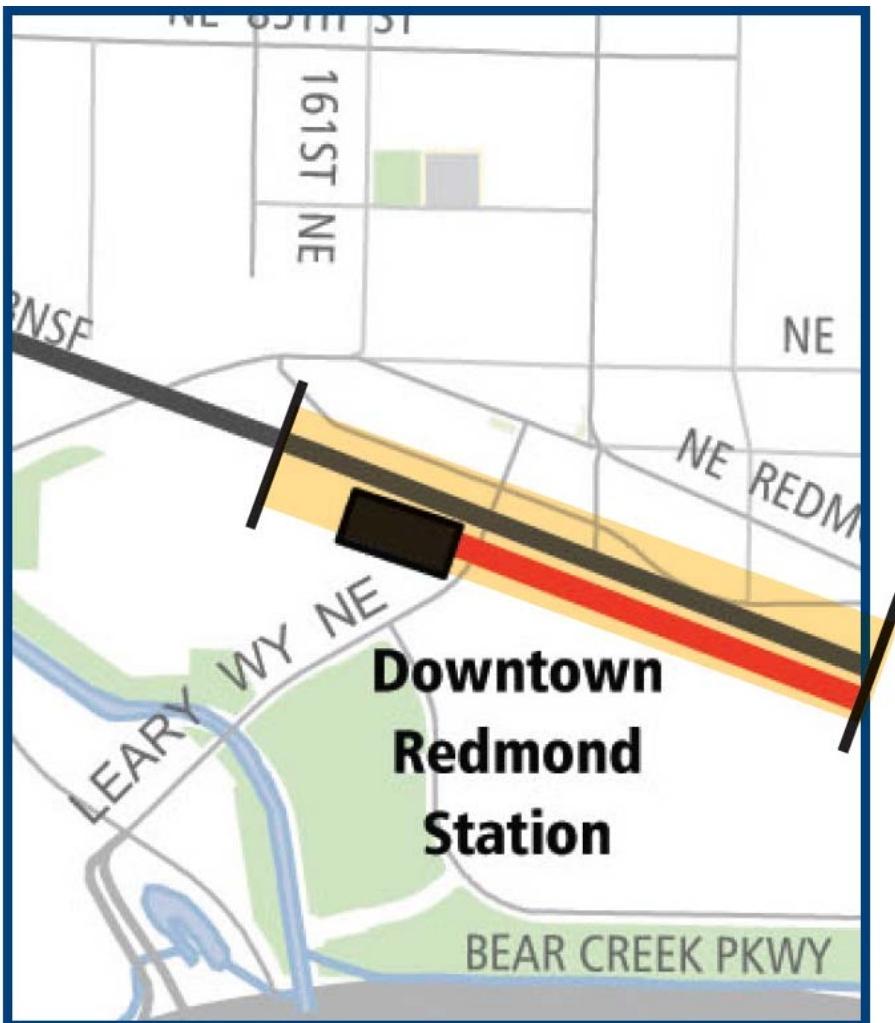
- Serves Overlake Village Park-and-Ride/Transit Oriented Development
- Side-running alignment

# Overlake Transit Center



- Overlake Transit Center redesign
- Expanded park-and-ride

# Downtown Redmond Station



- New station location near mixed-use development
- Pedestrian connection to transit center



# Workshop Format

- Review project information at display stations
- Discuss your comments at stations with staff
- Share your feedback with staff and/or by writing comments in your workbook
- Submit any written comments in your workbook tonight or by mail or e-mail

# We Want to Hear from You!

In addition to this series of workshops, the project team will continue ongoing public outreach efforts:

- Neighborhood workshops (Fall 2009)
- Supplemental Draft EIS public comment period (early 2010)
- Community and stakeholder briefings (ongoing)
- Project corridor open houses (Spring 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)

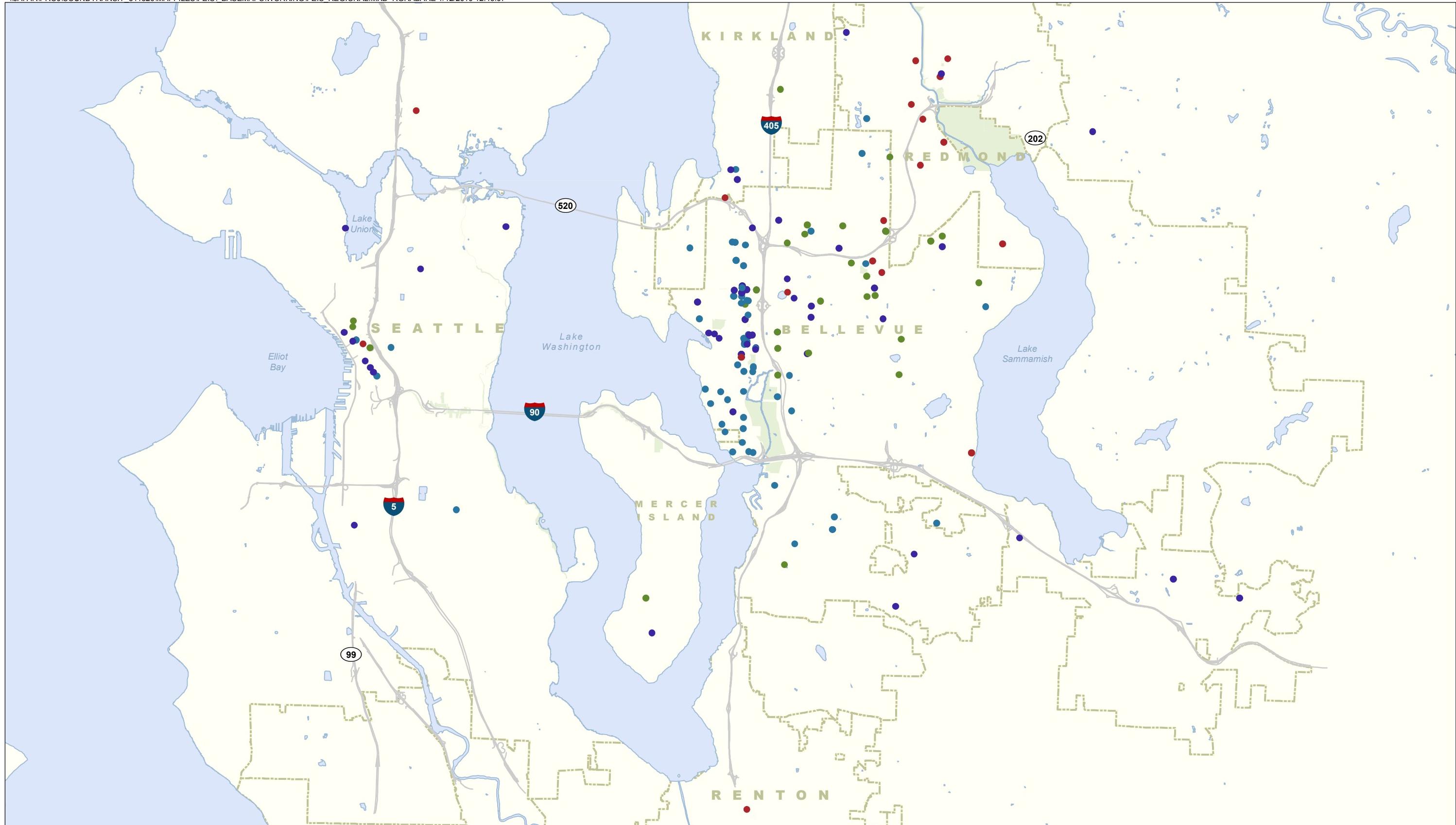


# Questions?

Contact Katie Kuciembra,  
Community Outreach Specialist  
206-398-5459 or  
[katie.kuciembra@soundtransit.org](mailto:katie.kuciembra@soundtransit.org)

## **Appendix I:**

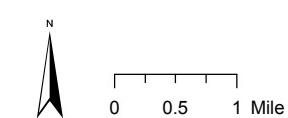
### **Attendees Live/Work Location**



**Workshop Location**

- Bel Red
- Downtown Bellevue
- Overlake
- South Bellevue

Source: Data from City of Seattle (2002), King County (2006), and Sound Transit (2007).



**Workshop Attendee Addresses**  
East Link Project